

MANUFACTURERS' RECORD.

[Name Patented 1889.]

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

VOL. XXV. No. 7.
WEEKLY.

BALTIMORE, MARCH 16, 1894.

\$4.00 A YEAR.
SINGLE COPIES, 10 CENTS.

Manufacturers' Record.

PUBLISHED EVERY FRIDAY BY THE
Manufacturers' Record Publishing Co.
MANUFACTURERS' RECORD BUILDING,
Lexington and North Streets,
BALTIMORE.

RICHARD H. EDMONDS,
Editor and General Manager.
C. R. MARCHANT, Business Manager.

NEW ENGLAND OFFICE—John Hancock
Building, 178 Devonshire St., Boston.
S. I. CARPENTER, Manager.

NEW YORK OFFICE—39 and 41 Cortlandt St.
Room 90.

SPECIAL TRAVELING REPRESENTATIVES:
RICHARD S. EVANS,
I. S. FIELD.

SUBSCRIPTION, - - - \$4.00 a Year.
TO FOREIGN COUNTRIES, - - 25s. 6d. a Year.

BALTIMORE, MARCH 16, 1894.

Do You Want Machinery?

If so, examine the advertising pages of the MANUFACTURERS' RECORD, where you will find the advertisements of 500 or 600 of the leading machinery manufacturers and dealers of the country. There is hardly any line of general machinery that cannot be secured from some one or more of our advertisers, but if you cannot find what you want in our advertising columns, write to the MANUFACTURERS' RECORD giving particulars of the machinery desired, and the information will be secured for you free of cost.

REFERRING to the statements in the MANUFACTURERS' RECORD regarding the Dominion Coal Co., of Boston, the Wheeling Register says:

The Boston coal company operates in Boston, not in Nova Scotia, and was in existence before free coal was thought to be a possibility. Whether or not it owns coal land in Nova Scotia we do not know.

For pure, unadulterated ignorance the above would readily command the premium over anything else that has appeared in this discussion. The Dominion Coal Co., of Boston, does not operate in Boston, but in Nova Scotia. It controls nearly all of the coal territory of Nova Scotia, and has combined into one gigantic \$20,000,000 company the various small coal companies that mined Nova Scotia coal. The 26-mile railroad which it is building to put its coal at tide-water has a Canadian government subsidy. In the original prospectus of the Dominion Coal Co., issued by one of the greatest banking-houses of Boston, it was stated that the company's Nova Scotia coal properties have 750,000,000 tons of available coal. It was also said, "should the United States duty of seventy-five cents per ton be removed, etc." The company issued its first annual report February 15, 1894. Henry M. Whitney, the president, is a brother of Hon. Wm. C. Whitney. Does the Register want any more facts?

An Exposition for Baltimore.

It is proposed to hold in Baltimore in 1897 an exposition in commemoration of the centennial of the incorporation of this city. A number of leading business men will organize a company with a capital stock of not less than \$500,000 nor more than \$1,000,000 for this purpose.

It is needless for the MANUFACTURERS' RECORD to urge the importance of such a movement as this upon the business interests of this city. The one thing that Baltimore needs more than anything else is to make known the great progress of the last five or ten years, and its unequalled natural advantages for becoming one of the leading cities of the world. Nothing is better calculated to do this than a great exposition, which would draw thousands of visitors to this city. As Atlanta proposes to hold in 1895 a Southern exposition in which it is expected that from \$1,500,000 to \$2,000,000 will be invested, it would be wise for Baltimore to prepare to do something on even a larger scale, and to let this exposition be a distinctively Southern affair. As the leading city of the South, the gateway between the North and the South, no other city in the country is so admirably located for a Southern exposition. Here we could gather more elaborate displays than have ever been made of the marvelous mineral and timber wealth of the entire South, and here we could show the progress of that section as it has never before been exhibited. Such an exposition in Baltimore would attract the heartiest support from the entire South, and at the same time would, because of its Southern character, command the widest possible influence in the North and West. Instead of confining this enterprise to the narrow field of a city and State exposition, it ought by all means to be broadened out as a great Southern exposition—something which would mark a new era in the history of Southern development, identifying Baltimore more closely than ever before with the progress of that section, and something which would draw to this city tens of thousands of visitors from the North and West, who would come here to study the South and its resources as illustrated in this exposition. Atlanta may be counted upon for a very large exposition in 1895, and, following out and enlarging the work of Atlanta, we could have in Baltimore an exposition that would surpass the Atlanta exposition in the same degree that that will surpass the State displays of the various Southern States which we have seen in past years. Here is a great opportunity. Will Baltimore and her business men be equal to the occasion?

GOVERNOR BROWN, of Maryland, has placed himself on record as emphatically

favoring immigration. The governor believes that a colonization company, organized with ample capital and having State support, can do far more to secure settlers than a State commissioner or department of immigration. His Excellency's ideas are certainly worthy of much consideration.

Western Trade Through Southern Ports.

The growing tendency of Western trade to seek an outlet through Southern ports for foreign shipment is one of the most conspicuous features of the country's business interests. The railroad companies of the country are realizing the extent of this movement, and almost every day sees some new combination or deal by which great railroad interests are preparing to handle the trade that is turning southward. The West has awakened to the importance of this more fully even than the South, notwithstanding its great importance to this section. The growth of this business means a great increase in the traffic of Southern railroads, the expansion of the foreign commerce of Southern ports and gradually an increase in direct steamer lines between Europe and the leading ports of the South, resulting in the building up of an import as well as an export trade. No change in the current of the country's business interests has been made for many years that is of such value to the South as this southward movement of Western exports. Because of this Col. L. W. Avery, of Atlanta, who has taken such an active part in the encouragement of the direct-trade movement, will shortly make a trip through the West for the purpose of writing for the MANUFACTURERS' RECORD a series of letters on this subject. Colonel Avery will secure from the leading business men of Western cities their views upon the best means of developing this growing trade.

Thoughtless Press Dispatches.

A dispatch was sent out from Atlanta a few days ago beginning as follows:

After a wrangle of about ten days over the location of the International and Cotton States Exposition, etc.

It is very unfortunate for the South that dispatches worded in this way are too frequently sent over the country, creating an artificial prejudice in the minds of the people who are unaware of the true state of affairs, and often inflicting untold injury on the community from which the dispatch is sent. The dispatch quoted referred to the selection of a site for Atlanta's great exposition. It is unnatural to expect that the committee would all be of one mind, in view of the magnitude of the undertaking, and it was only after a protracted discussion that a decision was reached sat-

isfactory to all. The dispatch, however, leaves the reader to infer that anything but harmony prevails in the exposition, and after reading about the wrangle many an exhibitor would be very liable to change his mind and ignore the display.

But this is not the worst. An Alabama paper publishing the dispatch heads it in large type "The Wrangle Over." Anyone can see how such a publication will reflect upon the exposition and interfere with its success. The MANUFACTURERS' RECORD does not believe for a moment that the wording was maliciously intended. It was probably hastily written with no thought of the possible consequences. But that is just the point. Too much caution cannot be exercised in publishing articles which convey an evil and erroneous impression of Southern enterprises. We believe every editor and publisher in the Southern States loyal to his section's interest—and there are few who are not loyal—will heartily agree with us in this caution.

Be careful what you write and how you write it.

Coal Production in the South.

The development of the coal production of the South is one of the best indications of the rapid industrial advance of this section. Comparing the production by States for the last three years as compiled from Seward's annual coal reports we have:

States.	1891. Tons.	1892. Tons.	1893. Tons.
Alabama....	4,500,000	5,250,000	5,250,000
Arkansas....	400,000	450,000	500,000
Georgia....	225,000	250,000	250,000
Kentucky....	2,879,082	3,000,000	3,150,000
Maryland....	3,140,660	3,458,350	3,165,526
Tennessee....	2,950,000	2,500,000	2,500,000
Texas.....	350,000	400,000	400,000
Virginia....	3,000,000	3,500,000	3,500,000
W. Virginia..	6,200,000	6,500,000	9,000,000
Total.....	23,724,742	24,908,350	27,718,526

Here is a gain in 1893 over 1892 of nearly 3,000,000 tons, despite the hard times.

The total production in the South for a series of years has been:

Years.	Tons.
1880.....	6,049,471
1882.....	6,569,316
1887.....	15,212,006
1888.....	18,061,270
1889.....	18,744,340
1890.....	21,214,232
1891.....	23,724,742
1892.....	24,908,350
1893.....	27,718,526

Since 1887 the output, as shown by these figures, has nearly doubled.

THE Texas Press Association will show its devotion to State interests this year by making a tour of Northern watering-places in the summer in a special train which will have several cars filled with samples of Texas products and a liberal supply of advertising matter. The editors will take the train to Asbury Park, N. J., and adjacent resorts, and, as one of them puts it, "the train will be run just as long as our money holds out." Mr. A. C. Scurlock,

of Cleburne, Texas, president of the association, states the railway and other corporations will heartily co-operate in the scheme. Texas does things on a big scale, and this is a good illustration of that fact.

Commerce for Gulf Cities.

The Board of Trade of Wichita, Kans., has called a convention of grain and flour men to discuss the question of exporting their products by way of the Gulf of Mexico. This is only one indication of the sentiment in favor of the South which is gradually, but surely, making a strong impression throughout the West. Shipments of grain, live stock and packing-house products have been made to New York, Philadelphia and the Northern seaboard through Chicago, partly from custom and partly from the fact that the trunk lines running east and west have discriminated in freight rates against the South. It is hard to overcome the custom of years standing, but this convention will doubtless accomplish something in that direction. New Orleans business men are very enthusiastic regarding the change that is coming over the West, and a meeting may be called in that city to further any action taken by the Wichita convention. Commissioner Masters, of the New Orleans Transportation Bureau, voices the sentiment as follows:

I believe that united action on the part of the grain and milling interests west of the Mississippi will be conducive of great benefit to all parties interested. The country west of the great river is getting up so rapidly that producers and manufacturers must market the surplus output in foreign countries. To enable them to do this successfully they must seek water with the shortest railway mileage. The gulf ports are the outlets they need, and New Orleans is especially favorably situated to handle their business. We have the railroad facilities requisite, as well as the Mississippi river, which together can take care of all business offered.

Among the prominent visitors to New Orleans recently was ex-Governor Evans, of Colorado, and a party of Western capitalists, who made a thorough investigation of the city's shipping facilities.

Since the above was written the MANUFACTURERS' RECORD has received the following letter:

THE BOARD OF TRADE OF WICHITA,
WICHITA, KANS., March 9.
Editor Manufacturers' Record:

The convention of grain producers, buyers and shippers, to be held soon in this city, is not intended in any way to help any railroad project. It is for the purpose of considering and devising ways to get the grain of Kansas (which is the great grain State of the Union) to the markets of the world, so as to yield the greatest profit to the producer and shipper. The grain men of Kansas are not getting today the money they ought to for their grain, and, in fact, never have.

G. W. CLEMENT, President.

A Good Example.

The Memphis Commercial is ably advocating the causes of immigration on the same grounds which are taken by the MANUFACTURERS' RECORD and *Southern States*. In a recent editorial the Commercial says:

The probably most potent factor in introducing the self-supporting system among the cotton planters is going to be the force of good example set by industrious and thrifty German farmers and others who are being introduced by the railroads and immigration agents to cast their lot with us. Every German farmer who proves by his own exertions that a cotton grower can support his family on his own farm and make money by selling his cotton crop, produced practically without cost, will be an example in his community, whose teachings are bound to bear fruit. Let us, therefore, extend the hand of welcome to the immigrants and encourage the men who are bringing them here.

Paying Fares Into Texas.

One way in which immigrants are being induced to locate in Texas in such large numbers is shown by the following statement of Gaston Meslier, of Dallas, Texas, general passenger agent of the Texas & Pacific Railway Co.:

One indication of the times is found in prepaid orders of a railway system. By prepaid orders I mean the depositing of money with the general passenger department of the road by people living along the line to pay for a ticket for some party in some other part of the country to bring that party to Texas. The conclusion is that people who have settled in Texas are sending for and paying the passage of relatives or friends living in the older States. In the past few months these prepaid orders of the Texas & Pacific have increased fully 50 per cent. over the same period a year ago. This shows that the people in Texas are better fixed financially than their friends in the older States, as otherwise these friends would come to Texas on their own money, rather than on money put up by the more fortunate people of Texas. In the last hour I have received money for orders for tickets to Texas points from Marietta, Ga., Macon, Miss., California, Mo., St. Louis and New Orleans, and this is the way it is throughout the day and day after day.

THE Roanoke World has purchased the Daily Record of that city, and announces that it intends to improve its opportunities in every way possible, and to give its readers an up-to-date newspaper. The World is a worthy representation of the progressive city where it is located, and the MANUFACTURERS' RECORD tenders its hearty wishes for continued success.

THE WEEK IN THE SOUTH.

Condition of Business and the Latest Features of Southern Progress Summarized.

One of the noticeable features of the business interests of the South is the unusually large number of capitalists and home-seekers who are now investigating the resources and attractions of this section, and this is being followed by some large sales of properties and extensive colonization projects. Many reports to the MANUFACTURERS' RECORD complain of the injury to business by the tariff agitation, and in some industries there is much uncertainty as to the future on this account, but on the whole the South shows a gradual improvement, with more disposition to take up new enterprises. There is considerable activity in public improvement matters, including water works, electric-light works and sewerage systems, and reports for the week show such enterprises for one town in Maryland, one in Arkansas, three in Florida, one in Louisiana, one in Missouri, one in Tennessee, seven in Texas, two in Virginia and one in Kentucky. Among the important industrial enterprises reported for the week are a \$500,000 lumber company in Maryland, a \$100,000 lumber company in West Virginia, a saw mill of 60,000 feet daily capacity in Georgia, several planing mills in other States, a shoe factory in Virginia, three tobacco factories in North Carolina, a furniture factory in Norfolk, a 250-ton ice factory in Dallas, an ice factory in North Carolina, fire-brick works in Alabama, flour mills, a paper mill, a soap factory and a number of other enterprises in different States.

Notwithstanding the general depression in railroad matters, several railroad projects, some of considerable importance, are taking shape for active constructive work. The total production of coal in the South in 1893 was 27,700,000 tons, against 24,900,000 in 1892 and 15,200,000 tons in 1887.

A NEW afternoon paper has been established in Huntsville, Ala., with Charles P. Love as editor. It is called the Huntsville Tribune.

BUSINESS CONDITIONS SOUTH.

Extracts from Letters to the Manufacturers' Record.

Gallatin, Tenn.—Ed. Buchanon, manager of the Gallatin Manufacturing Co.: "Manufacturing in our line is awakening a little; considerable inquiry is being made; some orders are offered, but at very low prices compared with this time last year. The general outlook is better than it was in January. Jobbers' stock is running low, and there is a tendency to purchase by placing orders for future delivery. Business generally throughout this section is improving; confidence is gradually being restored, and we think that within the next sixty days trade will about resume its original buoyancy. Prices, however, will be too low to give impetus to manufacturing."

Franklinton, La.—J. E. Wood, Sr.: "Outlook is prosperous."

Dallas, Texas.—P. W. Buer: "Business is very quiet, but a little brighter. Farmers in good shape, and nearly all in fair shape."

Port Royal, S. C.—The National Manufacturing & Supply Co.: "Business is looking up. Port Royal is indeed a royal port."

Greenwood, Ky.—C. O. Parker, chief engineer and superintendent of the Cumberland Railway, Coal & Lumber Co.: "We expect to be soon shipping at least twenty cars of coal daily. Mines are already well equipped, but have been idle for years, so extensive repairs are needed, and are now under way. The company has six miles of standard-gage railroad and two miles of narrow (three-foot) gage. It has 25,000 acres of excellent white oak, pine and poplar timber which it is preparing to manufacture and place on the market. Any parties having special appliances for handling timber economically are invited to communicate with us. We expect to soon have employment for at least 500 men. We have at work on our preparatory repairs about 100 men."

Ashland, Ky.—Willis L. Ringo, of the Ashland Improvement Co.: "I cannot say that either of the industries mentioned, tannery and finishing mill, will be built yet. We are in correspondence with reputable people in the East concerning the tannery and have strong hopes of locating them here. The finishing mill is a home enterprise, but has not yet assumed any tangible shape; we hope to get it on its feet so soon as the Wilson bill is passed or defeated. Our industries are all in operation, and if there is no reaction for the worse will continue, which makes our town decidedly more prosperous than six months ago. Ours is the only manufacturing town, large or small, of our knowledge whose operatives were able to maintain themselves without assistance during the past winter."

Sanford, N. C.—Jno. W. Scott, Sr.: "I think the panic has about run its course, and confidence will soon be restored. Our farmers are in better condition than usual, while produce is low. All supplies are cheap. So far as I know there has been very little or no reduction in the price of labor. The farmers have more provisions than they have had before for the past ten years the 1st of March, and they contracted less debt the past year than usual. Our merchants have had a fair winter's trade, and collections good. All cotton and other manufacturing establishments in middle North Carolina have been running full time and paying fair dividends. No section of this or any other country can compete with the Southern States in manufacturing cotton goods, wood work or iron. If there was no duty on heavy cotton goods and many other articles that can be manufactured at the South, no foreign manufacturer could pay freight both ways and in-

surance and compete with us. As a manufacturer I do not want any protection in 'mine.' I know manufacturers under the old tariff of 1846 that made dividends as high as 28 to 30 per cent. on their capital, when the duty was 15 to 20 per cent. McKinleyism has 'humbled' our people long enough. I believe in one kind of prohibition, but not in tax laws that drive out competition."

Abbeville, S. C.—Abbeville Cotton Mills: "The general outlook for business in our town is most promising. Our population has increased 100 per cent. in four years and is still growing rapidly. The manufacturing enterprises already here are doing a profitable business, running on full time and with more orders than they readily fill."

Cusseta, Ga.—C. C. Minter: "The outlook for business is only fair; this is a farming section only; no prospect for manufacturing; no new enterprises to be started."

Gastonia, N. C.—B. V. Brumfield, secretary of the Gastonia Coffin Co.: "Business outlook is better; two cotton factories running night and day; machinery purchased for another that will be running soon; two sash and door factories busy; foundry doing a nice business; a patent flour mill has been running for the last six months night and day. Our town built up more last year than any year during the history of the place. We don't know what hard times are here. The people put their money into circulation and keep it going."

Jacksonville, Fla.—M. S. Cartter & Co.: "Business outlook in this section fair. If Congress would quit quarreling and pass a tariff bill in some shape, business would revive over the whole country."

Gilmore, Ga.—Mountain Spring Distilling Co.: "Outlook not bright. Know of no new enterprises."

Macon, Mo.—Thomas Jobson: "Prospect only medium, still we feel this section of country enjoys a reasonable prospect for a fair business."

Kansas City, Mo.—The Southwestern Coal Co.: "We do not look for any new work in our line this year. The output capacity has exceeded the demand all winter, but business is in good shape and everyone is hopeful."

Quanah, Texas—The Stiteler & Carroll Co.: "The outlook for business depends on the wheat crop, which is at present an uncertain element."

Jenny Lind, Ark.—E. P. Seeley, superintendent for the Western Coal & Mining Co.: "The outlook for business is very fair in this section. Several new enterprises involving large outlay are under way in this county."

Raleigh, N. C.—Williamson & Foster: "Business outlook far from bright."

Yorkville, N. C.—W. B. Moore, superintendent city water works: "Yorkville water works in flourishing condition; only in operation about two months, and is self-supporting; plant cost \$17,000; two miles mains and twenty-two hydrants; standpipe 12x70 feet on fifty feet brick work; 500,000-gallon pump; citizens are delighted with the investment."

Farmville, Va.—O. T. Wicker, mayor: "We expect a good business during the spring months. Our people in this section have held their own and are in good condition."

Punta Gorda, Fla.—J. L. Dreggors: "The prospects for business the coming summer are fair. Trade in phosphate is quite lively and quite a lot being shipped both throughout this country and Europe. The fish business has not been so good this as it was last season. What we want is manufactories, say furniture, canning, etc., to can all kinds of fish, fruits and vegetables, of which a great quantity can be grown here, and would be if we could get market for them, but freight rates prevent us to a great extent from shipping North."

THE NICARAGUA CANAL.

Shall it be Constructed by the Aid of the National Government?

THE VIEWS OF A NUMBER OF GOVERNORS ON THIS QUESTION.

The Nicaragua Canal should be built, and built promptly. The MANUFACTURERS' RECORD believes that this can only be done by the aid of the national government, unless its control is to pass into foreign hands. The importance of this canal is beyond estimate. It is no exaggeration to say that its construction would annually add to the wealth of our country more than the entire cost of the canal, if built by government aid. Every reason demands its prompt construction. Its opening to the world's commerce would mark the beginning of the greatest era of progress and prosperity that our country has ever known—a progress in which all sections would share.

The MANUFACTURERS' RECORD recently asked the governor of each State in the Union for an expression of opinion on the question of national aid in order to secure the building of the canal. The replies received indicate that the importance of the canal is fully appreciated, and that the majority of those who have answered are in favor of national assistance, provided it can be given without enriching private individuals at the expense of the country.

What the Governors Say.

EXECUTIVE DEPARTMENT.

PROVIDENCE, R. I., February 19.

I believe that our nation should not longer delay, but seize upon its opportunity and do all that is needed to build and secure to the United States control of the Nicaragua Canal. Writers have spoken at length and in detail of its advantages, both from a military and commercial point. I believe that we should not lose our opportunity.

D. RUSSELL BROWN,

Governor of Rhode Island.

GOVERNOR'S OFFICE.

DENVER, COL., February 12.

I am in favor of the construction of the Nicaragua Canal by the government of the United States; not by any private or public corporation. For this government to guarantee its bonds virtually pays for the work, and then allows the corporation "to charge all that the traffic will bear." That style of doing business, no matter how sugar-coated, is played out, so far as I am concerned. As to a foreign government doing this work, there is not the least danger so long as there is any show that the work will be done by "private enterprise," for that means entirely under the control of foreign capital. If any foreign governments should undertake to build the canal and absorb the Central American government it would afford an excellent chance to enforce the "Monroe doctrine." Let the United States build, own and control the Nicaragua Canal. Shall we not learn something from our policy as to the Pacific railways? This government furnished the money to build and equip those railways. Its Congress was bribed to exchange our first-mortgage liens for second liens. The thieves who accomplished this slight-of-hand all became millionaires. The country is swindled. It is proposed to play the same old game with the Nicaragua Canal. "Not any in mine, if you please."

DAVIS H. WAITE,

Governor of Colorado.

EXECUTIVE CHAMBERS.

CHEYENNE, WYO., February 13.

Referring to your letter, in which you ask for my opinion regarding the advisability of

the early construction of the proposed Nicaragua Canal, you have the liberty to state that it is my opinion this great watercourse should be constructed as soon as possible. Anyone who has given this proposed improvement any thought must conclude that it will aid very materially in the development of our country and in the extension and growth of our commercial interests. It must also be apparent to all thinking people that our government should take an active part in the contribution of funds or the endorsement of bonds whereby there may be provided such financial aid as may be necessary to complete the work, and secure to this, the grandest and most progressive nation on the face of the earth, the benefits to be derived therefrom. There can be no justifiable reason for permitting some foreign government to secure control of such an important waterway almost within our borders.

JOHN E. OSBORNE,

Governor of Wyoming.

EXECUTIVE DEPARTMENT.

INDIANAPOLIS, IND., February 10.

Briefly replying to your enquiries, for I have not the time to enter upon a lengthy reply, would say that year by year are we beginning to feel the necessity of a great waterway connection with the Pacific. Our growing commerce demands it, and should the proposed Nicaragua Canal be constructed the predominating influence in its control should be that of the United States. To be in the control of a European power would be a standing menace to our commerce and our peace. Whether this should be secured through our government endorsing the bonds for its construction or in some other manner, it does not seem to me to be wise to throw aside the opportunity to exercise control and permit some other government to exercise this control, for the day is surely coming when this connecting link between the two oceans will be constructed through some means or other.

CLAUDE MATTHEWS,

Governor of Indiana.

GOVERNOR'S OFFICE.

RICHMOND, VA., February 8.

I believe the building of the proposed Nicaragua Canal is a scheme worthy of consideration in all business and commercial circles, but while a member of Congress I opposed government aid in building the same, either directly or by the government making itself liable by endorsing the bonds of the company. I have not changed my views.

CHAS. T. O'FERRALL,

Governor of Virginia.

EXECUTIVE DEPARTMENT.

RALEIGH, N. C., February 9.

Replying to your favor asking my views in regard to the proposed Nicaragua Canal upon the following points, viz: 1. The necessity of the canal and its influence upon the development of our country. 2. Ought the United States to aid in the construction of the canal? I would state: 1. The opening of the Nicaragua Canal would, in my opinion, be a great stimulus to the material development of the entire country, and especially the Southern States. The general effect upon the commerce of the country can hardly be estimated. 2. The United States government should by all means aid in the construction of this canal to the extent of making it the highway of commerce between the two great oceans, and own enough stock in the company at all times to be able to control it. I am heartily in favor of its construction both in relation to promotion of commerce

between the States and for the purposes of national defence.

ELIAS CARR,

Governor of North Carolina.

EXECUTIVE OFFICE.

LITTLE ROCK, ARK., February 12.

In responding to your inquiry I will be brief. If it be true that there is no more potent or more efficient factor in the civilization of man than cheap transportation, and that cities rise or fall as they come within or fall without the track of commerce, then whatever cheapens transportation or facilitates commerce must promote the prosperity of the region affected. The Nicaragua Canal would revolutionize the commerce of the world by shortening the distance between all the important ports of the globe, and thus cheapening as well as facilitating transportation and commerce. Most of the advantages of the change would accrue to the people of the United States, and especially to the southern half of it. But overwhelming as its importance is, I am not quite prepared to say what, if any, assistance the United States government as a government should lend such an enterprise.

WM. M. FISHBACK,

Governor of Arkansas.

EXECUTIVE DEPARTMENT.

CARSON CITY, NEV., March 2.

In replying as to the importance of the early construction of the Nicaraguan Canal, let me say that no real civilization can exist without transportation facilities. To maintain business relations with our neighbors transportation is a necessity, and upon it rests the success of America's growth and advancement. As the arms of transportation stretch forth civilization at once takes up her march in their direction, and progress and development follow. The Nicaragua Canal would be a step towards civilizing India and the rest of the great Orient. It would open up new lines of trade and commerce, benefiting in a great degree the South and the Pacific coast. It would cheapen transportation to foreign and Atlantic seaboard markets. It would afford greater protection to our country in time of war, and would greatly increase the country's population, enhance its wealth and multiply its resources. I am heartily in favor of the immediate construction of this great waterway, and believe that it should be fostered by the general government.

ROSWELL K. COLCORD,

Governor of Nevada.

EXECUTIVE OFFICE.

BOISE CITY, IDAHO, March 2.

The subject to which you refer in your letter was prominently brought before that body, and after full and ample discussion it was resolved that the construction of the Nicaragua Canal should be undertaken and pushed to completion at the earliest time possible; that its control during construction and ever afterwards should be maintained by this government; that no copartnership in the building or management should ever be entered into with any private corporation. Personally, it is my opinion that said canal would have been built and in operation under United States government control long since had not experience taught the promoters of private enterprises that copartnerships with the general government, as experienced by the Union and Central Pacific Railroad Companies, are more profitable to the promoters than any other form of business enterprise. Hence, many honorable gentlemen in both Houses of Congress who draw salaries of \$5000 a year for their services to their country, and who also draw salaries ranging from \$10,000 upwards for services rendered their corporation masters, have invariably thrown obstacles in the way of government ownership and control of the enterprise, hoping that eventually the "wand of fortune" might bring something to their net. I do not believe that the people of the United States, if they can

help it, and I am sure that they can, will ever allow the Nicaraguan Canal to fall into the hands of either private individuals or a foreign government. The debates at the recent session of the Trans-Mississippi Congress developed the fact that the people of the West have at last awakened to a realization that the time has arrived when they must look after their own interests, and not leave the important question of transportation lines entirely to such benevolent institutions as construction companies.

WM. J. MCCONNELL,

Governor of Idaho.

EXECUTIVE DEPARTMENT.

ST. PAUL, MINN., March 3.

While I am not averse to the construction of the canal and believe it would add considerable to our commerce, yet I am utterly opposed, under all circumstances and at all times, to any governmental aid or subsidy for the canal.

KNUTE NELSON,

Governor of Minnesota.

EXECUTIVE OFFICE.

LANSING, MICH., February 26.

I am in favor of the building of the Nicaraguan Canal, and that it should be done in such a way that this government should control it, whether it is built by private enterprise or by the aid of the government.

JOHN T. RICH,

Governor of Michigan.

EXECUTIVE DEPARTMENT.

OLYMPIA, WASH., February 15.

I regard the construction of the Nicaragua Canal as a prime necessity to the commerce of this country, regardless of its beneficial influence to the world. The United States should certainly aid in its construction, and it would be much better could this nation construct, own and operate the canal.

J. H. MCGRAW,

Governor of Washington.

EXECUTIVE CHAMBER.

COLUMBIA, S. C., March 3.

Yours asking "a brief expression of opinion upon the importance of the early completion of the Nicaragua Canal, and as to whether the government should or should not give financial aid to it," reached me yesterday. To the first proposition I presume there can be but one answer from any intelligent, progressive man. The canal, which will give the means of transporting vessels across or through the isthmus which divides North and South America, must necessarily be as great boon to commerce as the Suez Canal, and the Nicaraguan Canal will become more and more valuable as the western slopes of North America become thickly peopled. To the people of the Mississippi valley and the entire south Atlantic slope the advantages and possibility it offers are inestimable. Now, as to whether the government should lend aid or not will depend upon the conditions of the grant. If we are to have a repetition of the steals perpetrated in connection with the Pacific railroads I should oppose Congress lending any aid, but with the proper precautions to prevent jobbery and guarantees against robbery, I think Congress can do no better than assist in joining the waters of the Atlantic and the Pacific by means of this contemplated waterway.

B. R. TILLMAN,

Governor of South Carolina.

EXECUTIVE DEPARTMENT.

CONCORD, N. H., February 27.

You ask an expression of my opinion as to the importance of the early construction of the Nicaragua Canal and whether the government should give financial aid. A ship canal should be constructed to connect the two oceans somewhere on the neck of land dividing the two continents. I am hardly prepared to speak of the relative merits of the proposed routes, but am inclined from what I do know to favor the Nicaragua as being the most feasible. I am also of opinion that the United States

government should extend financial aid to the enterprise. Certain it is it should be owned and controlled by Americans and not by Europeans. It should be built as soon as possible.

JOHN B. SMITH,
Governor of New Hampshire.

EXECUTIVE DEPARTMENT.

TOPEKA, KANS., March 3.

The governor instructs me to say that he is in favor of the Nicaraguan Canal, but he thinks it should be done by private capital unless the government itself should build it and own it, and in that instance it might be possible that the government could afford to aid in this enterprise, but he is not in favor of any private enterprise receiving government aid for the purpose of finally gobbling up the whole institution and paying nothing back to the government, as has been done in most cases of public works which have been aided by the government.

FRED. J. CLOSE,

Private Secretary.

EXECUTIVE CHAMBER.

ALBANY, N. Y., February 26.

I hardly think there is any question about the importance of the construction of the Nicaraguan Canal to the United States, and I had hoped that the value of such a canal would be so apparent to the commercial and business interests of the country that there would be no difficulty about raising the necessary capital without recourse to government assistance. I still think that if the advantages of the enterprise were properly placed before our people the necessary money could be raised from capitalists.

ROSWELL P. FLOWER,

Governor of New York.

EXECUTIVE OFFICE.

HELENA, MONT., March 3.

Absence from the State on official business prevented an earlier reply to your favor of the 6th ult., in which you ask for an expression of my views relative to the proposed Nicaragua Canal. It certainly affords me pleasure to give to the undertaking my earnest approval, for the following reasons: 1. It is imperatively demanded by the commercial interests of the republic. It will prove a key that will successfully unlock to American enterprise undreamed of financial and business opportunities. It will broaden the field for the investment of capital, and stimulate commerce all along the line of foreign and domestic trade. The exigencies of international commerce likely to arise in the future should make every loyal citizen an advocate of the early construction of the canal. 2. More important, if possible, than the commercial advantages to be gained, is the prestige it would give our republic in its relations with foreign powers from a strategic standpoint in times of war, through diplomacy in times of peace. Our military interests are directly involved in the construction of this canal with American money and its control by the federal government. The United States would be materially weakened as a commercial and military power were this canal constructed and controlled by a foreign nation. I approve of steps being taken that will give substantial encouragement to the enterprise and insure the early maturity of the project, and which will, upon its completion, place the canal under the jurisdiction and control of the government.

J. E. RICKARDS,

Governor of Montana.

EXECUTIVE CHAMBER.

PIERRE, S. D., March 6.

The question of the building of the Nicaraguan Canal is one in which the people of the United States are much interested. That there will be in the near future some form of cheap communication between deep water on either side of the isthmus is beyond doubt. The value of this communication is, to my mind, clearly indicated and does not need elaboration.

While I do not believe in paternalism in its strictest sense, yet I inherited from my birth very distinct political ideas touching the duty of the government to protect its laboring people and to carry on such internal improvement as would largely aid in developing its resources and increasing its prosperity. When we know that the Nicaraguan Canal, which is, perhaps, the most feasible of any of the methods which have been considered, will sooner or later be built; that it must be under the control of one of the strong governments, we can see at once how valuable it will be to us, and how much of danger there may be in permitting its construction and ownership by another power. We ought to be mindful of our interests, and especially awake to the sense of our duty to ourselves in a matter of such great importance. When our war was over the government sent a large body of us soldiers down to the Mexican border. We were sent there to enforce the Monroe doctrine if it should become necessary. Mr. Seward wrote to the French minister of foreign affairs and told him it was the wish of the President that His Majesty, the Emperor of the French, would recall Marshal Bazaine and the French troops from Mexico. It was done. Maximilian was besieged at Queretaro, taken prisoner and shot, and the effort of European monarchies to build up a power hurtful to us, but of advantage to them, came to an end. If our government will look with jealousy upon any attempt to establish a monarchy upon American soil, it ought to look with almost equal jealousy upon the ownership and control by any of the great powers of Europe, and especially by England, of a valuable waterway across the Isthmus of Darien. The reasons seem to me to be too plain to require statement. England owes her supremacy to her workshops and her ships. We are destined to become more than her successful rival in every department of manufactures and trade if those who make and administer our laws will be as much alive to our interests as the English people are to theirs. We are now the strongest upon land of all the nations of the earth, and may be, if we will, strongest in that element of strength which is now our chief element of weakness, our merchant marine. It is hardly possible to overestimate the great advantage which would be ours from the control of the Nicaraguan Canal. It ought to bring with it the control of the Pacific trade if supported and strengthened as it should be by the establishment of wise reciprocal trade relations. I do not believe that the government should lend its credit in untried experiments or for the purpose of enriching projectors, but it seems to me that this enterprise may properly be guaranteed by the government with the assurance that there will be no loss to the treasury, and that all our interests will be greatly advanced. I do not think it necessary to detail the advantages which would be ours; they suggest themselves to whoever will give the question brief thought.

CHARLES H. SHELDON,

Governor of South Dakota.

EXECUTIVE DEPARTMENT.

BATTLEBORO, VT., February 10.

Replying to your favor concerning the Nicaragua Canal, let me say that the Monroe doctrine being the settled policy, and necessarily so, of this country, it can never allow any but American nations to acquire control of transcontinental communication involving political consequences. The building and operating of waterways connecting the Atlantic and Pacific near our southern border will so change the commercial routes and facilitate trade between distant nations as to present new problems of the highest importance, and far-reaching in their consequences. It necessarily follows that joint control by foreign non-American nations cannot be tolerated, nor can this

control be participated in by this country in conjunction with distant nations who may wish to contribute to its construction and use. American ownership and control is the only desirable solution of this question. How far the government of the United States ought to go in this matter is a question to be decided by all the circumstances of the case. Evidently it must assume a shaping policy as well as responsible obligation, but so far as financial aid is concerned the form which it takes is a matter of grave consequence. If a sound policy is pursued idle millions will gladly seek it as a source of profitable investment. It follows that the stability and permanency of this movement depends upon wise financial aid which must be extended by the government.

LEVI K. FULLER,
Governor of Vermont.

Coal Production in 1893.

The eleventh census covers returns for the year 1890, and that puts the output at 45,544,970 net tons of anthracite and 94,495,000 net tons of bituminous coal in the United States, and our estimate for the year 1893 is 48,000,000 tons and 110,000,000 tons, respectively. Of particular importance, because of the fact that it is produced within so small an area and in the State of Pennsylvania, is the anthracite tonnage, of which the details below will serve to show the growth in recent years:

1887.....	31,641,017	1891.....	40,448,336
1888.....	38,145,718	1892.....	41,893,320
1889.....	35,407,710	1893.....	43,089,536
1890.....	35,865,174		

These are the shipments from the mines, in gross tons, as reported from week to week. The large quantity mined, but used by the employes and others, is an important feature and is reported annually by the mine inspectors.

As may be noted, the bituminous tonnage of the States of Pennsylvania, West Virginia, Maryland, Ohio, Illinois and Indiana grows as the industries of the country develop.

The coal and coke output of the Virginias has grown at a rapid pace, due largely to a low cost of production and transportation, and it is sent to the Western markets, as well as to those of the Atlantic seaboard. The shippers and producers find a good demand for their excellent fuel in the markets of the Northwest.

Shipments of Alabama coal to the Gulf ports, as well as to foreign ports, are noted from Mobile and Pensacola, and an increase is reported which is most encouraging. Alabama coals are getting a share of the lower Mississippi river trade, and in this they are likely to show an improvement during the coming year. The growth in the shipments of coal from the mines along the Kanawha river to Cincinnati, Louisville, etc., is also most encouraging.

The coal product of the United States by States for three years is given as follows in gross tons:

States.	1891.	1892.	1893.
Alabama.....	4,500,000	5,250,000	5,250,000
Arkansas.....	400,000	450,000	500,000
California.....	90,000	90,000	100,000
Colorado.....	3,600,000	3,775,000	3,900,000
N. and S. Dakota.	150,000	150,000	160,000
Georgia.....	225,000	250,000	250,000
Illinois.....	13,000,000	14,000,000	16,500,000
Indiana.....	3,100,000	3,250,000	3,500,000
Indian Territory.	1,000,000	1,000,000	1,000,000
Iowa.....	4,000,000	3,750,000	4,250,000
Kansas.....	2,750,000	2,800,000	2,700,000
Kentucky.....	2,879,082	3,000,000	3,150,000
Maryland.....	3,420,660	3,038,350	3,168,526
Michigan.....	90,000	100,000	100,000
Missouri.....	3,200,000	3,250,000	3,250,000
Montana.....	470,000	600,000	750,000
New Mexico.....	800,000	800,000	800,000
Ohio.....	12,300,000	13,500,000	15,000,000
Oregon.....	90,000	60,000	65,000
Pennsylvania:			
Anthracite.....	40,448,336	41,893,316	43,089,536
Bituminous.....	36,000,000	37,500,000	40,000,000
Tennessee.....	2,750,000	2,500,000	2,500,000
Texas.....	3,000,000	400,000	400,000
Utah.....	390,000	370,000	450,000
Virginia.....	3,800,000	3,500,000	3,500,000
Washington.....	1,800,000	1,200,000	1,300,000
West Virginia.....	6,200,000	6,500,000	9,000,000
Wyoming.....	2,250,000	2,000,000	2,500,000
Total.....	149,752,418	154,996,666	167,133,662

In this table allowance is made for the

fact that some of the State inspectors give results in net tons. It is also said that a considerable quantity of coal is used by local railroads, by the employes, etc., which never figures in the reports of the outputs. —Saward's Coal Trade.

BALTIMORE'S MACHINE SHOPS.

Increasing Business Compels Several Companies to Remove and Enlarge Their Plants.

The steady expansion in the machinery business of Baltimore is indicated by the fact that several of the companies operating large machine works are preparing to move to sites where more room can be obtained, or have already secured sites on which to build. The suburbs of the city, such as Canton, Curtis Bay and South Baltimore, contain a large area of vacant land suitable for factory sites of any kind. Most of them have deep-water frontage on the harbor, with branches of the Baltimore & Ohio or Pennsylvania Railroads in the vicinity, thus affording the best facilities for transportation. Owners of factories and shops in the centre of the city who are forced to enlarge by reason of increasing business have had their attention attracted to these suburbs, and within the next year there will probably be several important additions to the plants already located in those sections.

The Detrick & Harvey Machine Co. has purchased a tract of thirty or forty acres of ground near Bayview Junction, just outside of the city limits, where it will build a complete plant for making machine tools and other specialties. The works will, it is reported, require about ten acres of ground, affording room for excellent shipping facilities, with side-tracks and switches.

It is understood that the Ellicott Machine Co., at present located on Smith's wharf, in the city, has nearly completed arrangements for land on which it will erect extensive works for manufacturing its special designs of boilers and doing general machine work. The plant will be fitted up with powerful apparatus of the most modern design to meet the demand for the company's specialties.

The White & Middleton Gas Engine Co. is looking for a site for a new plant. The company began operations in its present building on East Pratt street four years ago. This is four stories high and 75x50 feet, with a two-story annex 75x30 feet, but business has increased so that the company finds itself cramped for room and forced to move elsewhere. It wishes to obtain a location 200x80 feet on which to erect shops, and is in the market for such a property. The new shops will be fitted out with machinery for making marine and other work for which there is a call, in addition to the engines for which the company is receiving orders from all parts of the country.

The Campbell-Zell Company has decided to enlarge its plant, and intends to remove to another location on the harbor, where it will have full facilities for increasing its present heavy business.

The expansion of business necessitating these enlarged facilities for these concerns is but an indication of the rapid growth of Baltimore as a manufacturing centre. All lines of industry are spreading out, and Baltimore is rapidly becoming one of the great industrial cities of the country.

GEORGE W. MORSE, of Boston, representing bondholders of the Homosassa Land & Improvement Co., has purchased the latter property, which consists of 12,000 acres in Citrus county, Fla., a hotel and several cottages.

THE "Les Chargeurs Unies," a French company operating several steamship lines across the Atlantic, is considering the idea of putting on several vessels between New Orleans and Brazil.

NEW LIGHT ON THE COAL QUESTION

How Any Reduction in the Duty on Coal will be Class Legislation in the Interest of an Outrageous Monopoly.

HOW "FREE COAL" WILL KILL COMPETITION.

Some Startling Facts and Figures.

WASHINGTON BUREAU,
MANUFACTURERS' RECORD,
ROOM "E," RIPLEY BUILDING,
March 13.

The report of the Dominion Coal Co., Limited, submitted to the stockholders of that corporation by Henry M. Whitney, its president, discloses an entirely different state of things from that which the House of Representatives had in mind when the free-coal schedule of the Wilson bill was agreed to. It is extremely doubtful if even Mr. Wilson himself would have favored free coal had he known what this report discloses, namely, that free coal will give an immediate advantage of \$1.07 1/2, and within a year an advantage to this enormously capitalized corporation of \$1.17 1/2 per ton over Pennsylvania, Maryland, West Virginia and Virginia coal in the markets of New England. "The effect of this will be the establishment of an absolute monopoly," and that, too, in the name of tariff reform. There are few democratic statesmen who will feel inclined to assume the task of explaining legislation whose result will be to hand over the New England coal market to the tender mercies of a rapacious foreign corporation, thereby crippling the coal industry of at least three of the States of the American Union. How can they explain legislation to stifle American competition? What sort of "tariff reform" is this which will reduce to starvation thousands of American miners and railway employes in order to fatten the shareholders in a mammoth monopoly?

A perusal of the subjoined open letter to democratic senators and representatives, written by Mr. M. Erskine Miller, will show how impossible it will be, under a reduced duty, for American bituminous coal to compete with that produced in Nova Scotia by the Dominion Coal Co., Limited, whose new equipment and improved facilities enable it to mine and deliver coal alongside New England ports for about half the figures heretofore given in the consular reports, and plans are being evolved for a continuous reduction of the cost of mining and floating.

This report was made up and published at a time when it was thought that free coal was a *fait accompli*—before it was dreamed that the Senate would withdraw what is now a palpable bonus to a corporate monopoly. Indeed, it is probable that at the time this report was given out President Whitney assumed that the Wilson bill would become a law before a copy of it would, peradventure, fall into the hands of anyone capable of or disposed to show up its true inwardness and import. It was apparently intended not "to be seen and read of men," except those favored ones whose names were on the books of this mighty monopoly.

In the interview with Mr. Miller in last week's MANUFACTURERS' RECORD (which was in effect a reply to a recent article in the Wheeling Register) a resume of this report was given, but the comparative cost of laying down coal from the two Virginias side by side with that from Nova Scotia, and the full figures submitted by President Whitney to his stockholders, are here published for the first time.

No man who may read these figures can consistently call himself either democrat or patriot if he favor legislation in the sole interest of this greedy foreign corporation. I say sole interest because it is admitted that the coal-consuming manufacturers of New England would prefer competition to monopoly, especially since competition

means to them the retention of a valued market for their products which they would lose if the coal trade were handed over to Nova Scotia.

Grant that there is a difference of 13 per cent., as has been claimed, in quality in favor of West Virginia coal, there ought still to be a duty of eighty cents a ton on bituminous coal in order to maintain fair competition between Nova Scotia and West Virginia. This may be seen by adding 13 per cent. to \$2.198, the cost in Boston of Nova Scotia coal (as disclosed by President Whitney's report), and then subtracting the sum (\$2.47) from \$3.27, the cost of American coal at Boston. The net difference is thus eighty cents a ton.

Again, it should be borne in mind that President Whitney proposes to continue the cheapening process until this net advantage in his favor shall be ninety cents. With a duty of only forty cents, what then will become of the bituminous coal mines in Maryland, Virginia and West Virginia which now supply New England with millions of dollars' worth of coal per annum? Most of them will have to be worked at starvation wages.

THOMAS P. GRADY.

Will Free Coal Hurt American Coal Operators and American Labor?

This much discussed question is fully answered in the first annual report of Mr. Henry M. Whitney, president of the Dominion Coal Co., Limited, of Canada, as follows:

REPORT OF THE DIRECTORS OF THE DOMINION COAL CO., LIMITED, TO DECEMBER 31, 1893.

The company was organized on the 16th of February, 1893. Since then all the properties then held under option have been acquired and paid for in full.

About \$200,000 has been expended in the construction of the railroad to Louisburg, about \$150,000 for discharging plants and for mining machinery and about \$100,000 for tugs and barges, and we have on hand cash assets as appear in the treasurer's report.

The total quantity of coal mined was 834,019 tons. This is exclusive of the output of the Victoria mine, which, by the terms of the option, was not to be delivered until the season for mining and shipping coal was ended, but it will be included in the coming year's business.

The shipment of coal from the mines under the control of this company for the past year shows an increase of about 90,000 tons over the preceding year, and as the demand in Canada is steadily increasing, the prospects for a considerable increase in the company's business for the current year are good.

With a view to improving the quality of the output and reducing its cost, the company is sinking a new pit and remodeling two old ones. These improvements, in addition to modern machinery and shipping facilities, will, it is believed, place us in a position to meet any competition which may arise.

The railroad to Louisburg has made satisfactory progress, and it is believed that unless unforeseen delay occurs it will be completed within the current year.

Your directors ask you to ratify a change in the by-laws, making the company's fiscal year to begin on the 1st of March and the annual meeting to fall in June, it having been found that the interval between the 1st of January and the date of the annual meeting now fixed by the by-laws is too short to allow a satisfactory closing of the company's accounts.

Submitted on behalf of the directors,

HENRY M. WHITNEY, President.

REPORT OF THE TREASURER OF THE DOMINION COAL CO., LIMITED, 1893.

Net proceeds coal, 834,019 tons.....	\$1,189,499.44
Less net cost of mining, railway transportation, royalty, etc.....	\$29,278.52
"agency and general office expenses, interest, provision for bad debts, etc.....	29,058.21
	958,336.73
Gross profit on coal.....	\$231,162.71
Add profit on steamships, barges and railway.....	103,267.95
	\$334,430.66
From which has been written off to profit and loss:	
All expenditure for machinery, etc., at mines.....	\$7,989.84
Office furniture.....	3,160.19
10 per cent. of cost of tug, barges and equipment.....	8,242.42
10 per cent. discharging plant in Montreal.....	5,826.77
33 per cent. Sydney Hotel investment.....	2,500.00
	87,721.22
Net profit.....	\$246,709.44

Less dividends, preferred stock, July, 1893.....	\$15,000.00
" dividends, preferred stock, January, 1894.....	60,000.00
" coupons, mortgage bonds, September 1, 1893.....	45,000.00
" accrued interest bonds to January 1, 1894.....	30,000.00
" sinking fund.....	14,731.96
	194,731.96
Carried forward to credit profit and loss.....	\$51,977.48
If full year's charges were deducted from the net profits, the result would be as follows:	
Net profits as above.....	\$216,709.44
Less interest on bonds.....	\$90,000.00
" dividend on preferred stock.....	120,000.00
" sinking fund.....	14,731.96
	224,731.96
To credit profit and loss.....	\$21,977.48
	246,709.44
BALANCE, DECEMBER 31, 1893.	
Assets:	
Cash.....	\$134,658.10
Accounts and bills receivable.....	141,844.22
Merchandise in stores.....	22,129.85
Mining supplies in warehouses.....	45,059.98
Property.....	17,429.48
Coal at distributing points.....	81,504.22
	\$18,154,063.85
Liabilities:	
Capital stock—150,000 shares common, par \$100; 15,000 shares preferred, par \$100.....	\$16,500,000.00
First mortgage bonds issued.....	1,500,000.00
Accounts and bills payable.....	57,354.41
Accrued interest on bonds to December 31.....	30,000.00
Sinking fund.....	14,731.96
Balance profit carried forward.....	51,977.48
	\$18,154,063.85

J. S. McLENNAN, Treasurer.

Boston, February 15, 1894.

After reading this report, how any intelligent man can doubt the ability of the Dominion Coal Co. to compete successfully at all New England ports in the United States and drive the coals of our own productions out of those markets is a matter of great surprise to me. But in order to convince the most skeptical on this subject I will briefly analyze this statement.

Upon a limited output of 834,019 tons of coal, which cost \$958,336.73, the enormous profit of \$231,162.71 was made, and the additional profit of \$103,267.95 was made in transporting same in steamships, barges and railways—total earnings \$334,430.66 on an expense outlay of \$958,336.73. They are able from this sum to set aside \$87,721.22 for new machinery and depreciation of plant, to pay out dividends and interest on stock and bonds, and provide for a sinking fund, making a total of \$194,731.96, leaving \$51,977.48 surplus profits.

Think of it! Such a showing in the now hard struggling bituminous mines of West Virginia, where the laborers are in a death struggle, resisting a reduction of their wages, would be a God-send. Considering that these results were obtained in the first year's operations of the company, when it must have conducted its business under great difficulties in contending with the old and inefficient methods and conditions which the new company found to exist upon taking charge of its mines, the earnings are phenomenal and astonishing to my mind, not having been accustomed to such large profits.

The published reports of the United States consul-general at Halifax state that "the estimated cost of mining and shipping the various coals of the province free on board vessels at the mines' ports for run of mine was: For Cape Breton, \$1.40; Pictou, Acadia mine, \$2.00; Pictou, Drummond mine, \$1.85; Spring Hill, \$2.15, per ton of 2240 pounds."

The "mineral statistics" mine report for 1891, beginning in 1880 and extending to 1891, gives the lowest price, \$1.61, and highest, \$2.14, per ton, and yet this newly-formed Dominion Coal Co., Limited, on its first year's business reduces the cost, including transportation, to \$1.11 per ton. If these figures are disputed, I will ask the reader to refer to Mr. Whitney's reports and calculate for himself by dividing 834,019 tons in \$929,278.52, which gives the figures as stated. The result is marvellous.

If such a showing can be done on a comparatively small business, when a trade of 6,000,000 to 10,000,000 of tons annually is opened up throughout New England and the Atlantic coast the calculations and expectations of the Dominion Coal Co., and its experts in the further reduction of the cost will be fully realized, and in support of this contention I beg to quote from the prospectus of the above company the opinion of one of the ablest and most distinguished mining engineers of the country: [From the prospectus of the Dominion Coal Co., issued February 18, 1893.]

Mr. Irving A. Stearns, manager of the coal companies of the Pennsylvania Railroad Co., visited Cape Breton and made an examination of the properties, rendering his report on September 20, 1892. Mr. Stearns stated in his report:

"The developments made show that the different seams are remarkably uniform in thickness and quality and unusually free from faults and disturbances of any kind, and are also very free from gas and water, both of which are very important factors in the cost of mining.

"As all of the coal is shipped in vessels, and navigation is closed for several months during the year, these mines are compelled to suspend operations during that time, or to stock whatever coal is mined. This, of course, adds largely to the cost and materially increases the amount of slack coal when it is put in stock.

"If the mines were working steadily the average cost of mining of all the collieries referred to, exclusive of royalty and new improvements, should not exceed eighty cents per ton, and by the use of coal-cutting machinery could be still further reduced.

"The different mines and colliery plants are, as a whole, in good condition.

"If the different operations were consolidated considerable saving could be effected in various ways.

"It might be found expedient to abandon some of the shafts or slopes for hoisting purposes and take the coal through other openings in close proximity, thereby increasing the output and reducing the fixed charges. At present each of the operations have shops for doing the colliery work, which could be consolidated at convenient points and the cost of this department very much reduced.

"A very important advantage in such a consolidation would be in opening new collieries, which could be located with a view to mining the greatest amount of coal with the smallest expenditure of money, thereby enabling one plant to do the work which, with different interests as at present, would require two or more.

"While there is no doubt that the consolidation of the different interests in the Cape Breton coal field would result in decreased cost of operation and a corresponding increase in the profits at present realized, these profits could be further increased by reducing the cost of mining if steady work prevailed throughout the year instead of about one half of the year as at present, as there are certain fixed charges that have to be met whether the mines are idle or working. To do this would necessitate a shipping point open at all times and a more extended and constant market."

E. Gilpin, Jr., inspector of mines of Nova Scotia, states the amount of available coal on these various properties as over 750,000,000 tons.

The results of the first year's operations of the company show that Mr. Stearns' judgment was good, and that it is reasonable to expect the company to be able in the near future to produce coal, exclusive of the royalty, at eighty cents per ton, and by the introduction of machinery for less.

Here is another interesting extract from the prospectus of the Dominion Coal Co., Limited:

Should the United States duty of seventy-five cents per ton be removed, it seems evident that this company will find a large market on the New England seaboard, for which its position at tide-water would enable it to compete on advantageous terms.

It is estimated that it could put coal f. o. b. vessel at Louisburg for about \$1.00 a ton, probably cheaper than coal is shipped at any port in the world.

It will be interesting to note that this great foreign corporation, the Dominion Coal Co., an organized agent of monopoly, created in the expectation that the United States Congress would repeal or reduce the duty on coal, has made preparation to displace the coals of our people and to supply their wants with foreign coal, taxing the citizens of the United States with royalties of twelve and one-half cents on every ton sold and burned in the country, and these royalties go into the Canadian treasury.

Having shown that Nova Scotia coal can

be delivered at seaboard on vessels at \$1.11 per ton, the next question is to consider the cost of floating these coals to New England markets.

The distance from Nova Scotia ports to Boston is about equal to the distance from Newport News or Norfolk to Boston. The rates of vessel charters and the prices of Virginia and West Virginia steam coal at Newport News and Boston for the past four years have been as follows:

Year.	Coal f. o. b. N. News.	Average ocean freights.	Coal f. o. b. alongside in Boston.
1890.....	\$2.372	\$1.10	\$3.487
1891.....	2.434	.88	3.329
1892.....	2.359	.737	3.11
1893.....	2.36	.916	3.291
Aver. 4 years.	\$2.38	.988	\$3.364

The above figures are based upon the former selling price of \$1.00 for steam coal f. o. b. mines on the Chesapeake & Ohio Railroad on New river, West Virginia, but taking present selling price of steam coal we have results as follows:

Cost of coal per ton.....	\$0.875
Average freight to Newport News.....	1.31
Insurance, sales expenses, etc.....	.10
Average ocean freights as above.....	.988

Cost at Boston today.....\$3.273

Now let us take the cost of Nova Scotia f. o. b. Boston without duty:

Cost f. o. b. Louisburg as per statement Dominion Coal Co. for 1893.....	\$1.11
Same freight Louisburg to Boston as from Newport News.....	.988
Insurance and sales expenses.....	.10

Making the cost in Boston of.....\$2.198 without duty, which would make Nova Scotia coal cost \$1.07½ per ton less than West Virginia coal f. o. b. New England. Add the present duty of seventy-five cents, and it still leaves Nova Scotia coal thirty-two and a-half cents less than our own coals; and if the Dominion Coal Co. reduces the cost to meet its expectations of \$1.00 f. o. b. Louisburg, it will make its coal cost forty-two and a-half cents per ton less, after paying seventy-five cents duty, than West Virginia coals.

The consular reports state that the cost of transporting coals for the past five years to New England from Nova Scotia was \$1.90 per ton, but this was on a small, irregular business, as the imports from Nova Scotia for the past five years only amount in gross to 150,352 tons, and it is quite natural that the freight charges would be abnormally high on so small a traffic; but as the Dominion Coal Co. has shown its capacity for earning profits with its barges and steamships, the opinion has been expressed by persons whose experience and judgment would be received as authentic, that with thorough and complete equipment upon a large tonnage shipments ought to be made from Louisburg to Boston for fifty to sixty cents per ton. It is at least conservative to assume that on large, regular shipments the transportation by water from Louisburg would not exceed seventy-five cents to \$1.00 per ton, which is about the average from Norfolk to Boston.

REJOICING IN NOVA SCOTIA.

[From the Washington Post, February 16.]

Everybody is not unhappy over the prospect of the Wilson bill, and that is a comfort anyhow. Our railroad people look forward to it with consternation. Our coal and iron miners see in it a serious blow to their prosperity. The growers and manufacturers of sugar realize that it means their destruction. But the good people of Nova Scotia, at least, are happy, and they contemplate the future with radiant delight. Here is what the Journal and Pictou News has to say about it:

"Two of the three articles—coal, iron ore, lumber—of which Nova Scotia has a vast supply; with which her future is closely bound up, have been put on the free list by the United States Congress. The coal owners of the United States made strenuous efforts to have the duty on bituminous coal retained, but their efforts were unavailing, and every amendment looking to the imposition of a duty, more or less, was voted down. The action of Congress, if concurred in by the Senate, will have a tremendous influence on Nova Scotia's future. The development and expansion of the coal industry means more for our province than can, perhaps, at a glance be realized. It means

work for thousands of our people, and a big revenue for the provincial treasury. In short, it means good times all around for Nova Scotia, for prosperity in mining means a prosperity whose felt influences are general. Next in importance to coal comes iron ore. The admission of ore free into the United States means the development of a branch of mining hitherto neglected or carried out on a comparatively limited scale. There are vast deposits of all kinds of iron ore only awaiting capital and a market for their development. That market is now all but assured us, and with the prospects of a ready market will, no doubt, come capital to set the wheels in motion."

So if our own coal and iron industries languish, if millions of our people are reduced to idleness and want, we have at least the satisfaction of knowing that prosperity and happiness have been conferred on Canada. We have only to cultivate a truly philosophical frame of mind and we may yet foregather with contentment.

From investigation it has been found that coal has paid to the government a larger amount of revenue under the present duty of seventy-five cents than under any other tariff—about 1,300,000 was imported in 1892, and paid the government nearly a million dollars of revenue.

Therefore the objection that the present duty is prohibitive and a protective tariff cannot be urged against it, and certainly coal does not now and has never received its fair pro rata share of the average duty with other imports. All democratic legislation in the past history of the party has recognized coal as a proper article upon which to levy a revenue tax, the precedent having been established by every democratic Congress in the past; then I would ask if this Congress could be justly arraigned for continuing a policy so long established by the party.

It being clearly demonstrated to my mind that it is proper, right and just to levy an import tax upon coal, then why not make the tax sufficient to give the full measure of incidental protection which is manifestly needed, and if the present duty is disturbed it should not be made less than the Canadian duty of sixty cents per ton of 2000 pounds or sixty-seven cents per ton of 2240 pounds.

I understand how difficult it is to always obtain reliable information. I therefore desire to state that I do not wish to misstate or pervert the facts.

The foregoing figures and statements have been made with great care, and are intended to be conservative and fair in considering both sides of the question.

If the subject cannot be maintained by honest, fair discussion of the true conditions, then we have no standing upon which to claim your consideration. Having shown the great danger which threatens one of the greatest industries of the country if the present duty of seventy-five cents is repealed or reduced, it would be exceedingly difficult for our democratic candidates in the coming congressional elections to give satisfactory reasons to the thousands of idle, hungry, discontented and suffering miners and laborers for repealing the duty on coal, destroying their means of comfortable living unnecessarily and handing over to a foreign country millions of trade that by every reason of public policy and justice should belong to our own countrymen.

Before closing I will add that I have been for twenty years identified with the coal interest and development of Virginia and West Virginia, both as owner of mines and undeveloped coal lands, and have spent much of my time in the last ten years endeavoring to induce the investment of capital in developing the wild, and, in their present condition, comparatively worthless mountain lands, and I believe I understand the conditions necessary for the continuance of the wonderful progress that the coking and steam-coal fields of West Virginia have made in the past decade. Nothing in my judgment would be so destructive of this progress as to throw open our ports to free coal.

If free coal will not hurt those engaged

in mining, how can it benefit others? Therefore let well enough alone. Don't paralyze our own home interests by making it possible for Canadian coal to be burned free of duty in this country to the exclusion of our own, and place upon our people a burden of twelve and a-half cents royalty which must be paid into the Canadian treasury on every ton of Canadian coal consumed in this country.

If the Wilson bill should pass with free coal or the proposed reduction in the duty it would compel mine-owners to reduce their selling price to meet competition. This would require a reduction of the wages of the miner and laborer who today is working as low as he ought to without degrading himself to the level of the half-starved, poorly-clothed pauper labor of Europe. We don't want this state of things in America. It is to the interest of the employer, the community and the State that labor should earn enough to provide the necessary comforts of life to enable a man to live in bodily comfort and in good moral condition. The radical measures proposed in the Wilson bill in the coal schedule will fall upon the man who uses the pick and shovel.

Reform the tariff in moderation by conservative degrees and with fair treatment to all and injustice to none.

M. ERSKINE MILLER.

Staunton, Va., March 10.

New Financial Institutions.

The West Virginia Fidelity & Trust Co. of Charleston has been chartered with \$100,000 capital.

A movement is on foot to organize a bank at Port Lavaca, Texas. T. J. Poole, of Tres Palacios, is one of the promoters.

A new bank, it is stated, is being organized at Waynesville, N. C., with \$50,000 capital.

The new bank at Tampa, Fla., is to be called the Exchange National and is to have \$100,000 capital. J. N. C. Stockton, of Jacksonville, is president.

A charter has been issued to the Wood County Bank, recently organized at Parkersburg, W. Va. It capital is \$80,000. F. M. Durbin, of Grafton, and J. E. Keller, of Parkersburg, are among the incorporators.

The Railway Mutual Savings & Loan Co. of Kansas City, Mo., has been incorporated by A. S. Marley and others with \$200,000 capital.

The Enterprise Banking & Trust Co. has been formed at Charleston, S. C., with J. J. Wescoat, president, and W. G. Harvey, Jr., cashier. It will have \$50,000 capital.

Interest and Dividends.

The Vance Cotton Mills, at Salisbury, N. C., has declared a dividend of 3 per cent.

The Young Men's Building and Loan Association of Mayfield, Ky., has declared a 10 per cent. dividend.

The Merchants and Mechanics' Loan Association of Chattanooga, Tenn., has declared a semi-annual dividend of 7 per cent.

The Grenada (Mo.) Compress Co. has declared an annual dividend of 15 per cent.

The Home Investment Co., at Chattanooga, Tenn., has declared a 10 per cent. dividend from its year's earnings.

New Bond and Stock Issues.

The city of Milledgeville, Ga., will receive bids for \$12,000 in 6 per cent. bonds until April 17. Address Treasurer P. L. Fair.

The Roanoke (Va.) city council has decided to issue \$25,000 in one-year bonds to meet maturing obligations. Address the city clerk.

The city of Madison, Fla., will sell \$16,000 30-year 6 per cent. water bonds to

draw interest from May 1. Mayor Randall Pope will give information.

The San Carlos Coal Co. will issue \$360,000 in 20-year 6 per cent. bonds to build a line of railroad twenty-six miles long. The Farmers' Loan & Trust Co. of New York is to be trustee. S. A. Johnston, 116 Fourth avenue, Pittsburg, Pa., will give information.

The Maryland legislature has authorized the Allegany county authorities to issue \$75,000 in bonds to refund indebtedness. Cumberland is the county seat.

The town of Waycross, Ga., has voted in favor of issuing \$25,000 in bonds bearing 6 per cent. for school purposes. Address the mayor.

Failures and Suspensions.

J. B. Bostic, a real-estate dealer at Asheville, N. C., has made an assignment, with \$70,000 liabilities and assets double that sum.

John D. Brevard, a merchant of Asheville, N. C., has assigned to J. A. Porter. Liabilities are estimated at \$20,000 and assets at \$30,000.

The Teche Railroad & Sugar Co. has gone into the hands of a receiver. It owns a large refinery, and was constructing a railroad from Huron to Carencro, La.

The Co-operative Bank of North America has gone into the hands of Charles Whelan, receiver. The bank is located at Birmingham, Ala.

W. Corbett, a merchant at Wilson, N. C., has assigned, with liabilities of \$20,000 and assets the same.

It is reported that the Bank of Excelsior Springs, Mo., which has \$5000 capital, has suspended.

Financial Notes.

THE City National Bank of Knoxville, Tenn., was organized January 12, 1888, with a capital stock of \$100,000, which was fully paid in on the 12th of the following June. In the six years following the bank has earned \$100,000, and on January 9, 1894, the \$100,000 surplus was converted into capital stock, thus increasing the capital stock to \$200,000. W. S. Shields is president of the institution.

THE Wilmington (N. C.) Savings & Trust Co. has elected the following-named officers for the coming year: J. W. Norwood, president; H. Walters, vice-president; W. P. Toomer, cashier, and E. S. Martin, attorney.

THE Louisiana State board of liquidation has determined to purchase and retire \$400,000 State consols, and will advertise for same.

Two Significant "Straws" as to Texas.

Land Commissioner T. W. Jackson, of the Gulf, Colorado & Santa Fe Railroad Co., in a letter to the MANUFACTURERS' RECORD, confirms the telegraphed report that F. J. Miller, of New York, has purchased 9000 lots in towns along that line from the company. Mr. Jackson states that the purchase is made for investment and that Mr. Miller will place them again on the market.

An idea of the Texas immigration movement can be gained when it is stated that a tract extending twenty miles along the water front at Port Lavaca and reaching six miles into the interior has been sold, with the exception of a single 4000-acre pasture. In addition to the territory named, Swedish people have bought 15,000 acres across the bay in Calhoun county and 8000 acres adjoining in Matagorda county. These lands have all been bought by Northern men and colony organizations and are being divided into small tracts and held for actual settlers. Immigrants from the Northern States, many from as far away as Minnesota, are coming in all the time. It is common for one settler to buy several farms—one for himself and the other for friends at home.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department, on page 109.]

Wabash Reaching Southward.

A dispatch from Memphis, Tenn., states that the Chicago, Paducah & Memphis road, projected from Altamont, Ill., to Paducah, Ky., about 100 miles, is to be an extension of the Wabash system by which the latter will reach Memphis. The extension will connect with the Wabash main line at Altamont. This will form another route between Memphis and Chicago.

The Marietta & North Georgia Railroad

The foreclosure sale of the Marietta & North Georgia has been postponed until April 1. Regarding the report that it will be connected with the Atlanta & Florida and Georgia Southern & Florida to form a new Florida line from Tennessee, one of the Baltimore bondholders' committee of the Georgia Southern & Florida states nothing of this kind can be done until the Georgia Southern is sold by foreclosure proceedings, and such a combination is entirely out of the question for the present.

To be Built at Once.

The MANUFACTURERS' RECORD has received information from a capitalist at Richmond directly interested in the Richmond & Manassas Railroad that the actual construction work on the line will begin in a short time. The parties interested have secured all the charters of existing and projected roads between Richmond and Ridgeway, N. C. At the latter place a connection will be made with the Seaboard Air Line, and at Manassas with the Metropolitan branch of the Baltimore & Ohio now being built, thus forming the through line between the North and South.

To Extend to Savannah.

The bondholders of the Savannah, Americus & Montgomery have decided to extend the road from Lyons, its present terminus, to Savannah, a distance of about sixty miles. At present the Savannah, Americus & Montgomery pays a large sum for trackage over the Savannah & Western division of the Georgia Central in order to reach a seaboard terminus. By the completion of the extension Savannah will have another route to the North and West by way of Montgomery.

The Cut in Rates.

A special meeting of the Southern Railway and Steamship Association has been considering the withdrawal of the Louisville & Nashville from that body, but thus far has failed to induce the Louisville & Nashville management to reconsider its action. It is reported that the Illinois Central and Mobile & Ohio have also decided to leave the association, although President Clarke, of the Mobile & Ohio, denies that his road will withdraw. Meanwhile, sweeping reductions have been made in rates, with the result of diverting considerable freight to Southern points which has hitherto gone over the eastbound trunk lines.

A Belt Line Around the South.

The dispatch published by the MANUFACTURERS' RECORD in its last issue that the Vanderbilts and Rockefellers are interested in a proposed combination whereby they would control the principal railways to Newport News and Galveston and establish a direct line between the cities has aroused much interest throughout the South. A glance at the map shows the advantage of such a line. A combination of the Missouri, Kansas & Texas, Louisville, Evansville & St. Louis and Chesapeake & Ohio would really make a belt

line around the South, which could be considerably shortened by including the Louisville Southern and branches. In this connection it is interesting to note that one of the Rockefeller family is now in Texas with several high officials of the Missouri, Kansas & Texas. Whether his visit has any reference to the proposed combination or not can as yet only be conjectured.

Short Line for Hauling Coal.

The project of building the Baltimore & Cumberland division of the West Virginia Central & Pittsburgh Railway has at last reached a point where bids are being solicited from contractors. It is formally announced that the contracts will be let April 2 at Hancock, Md., the headquarters of Chief Engineer Ives.

The new line is destined to have a most important effect on the soft-coal business of the Maryland and West Virginia region. As is well known, the West Virginia Central main line, now completed from Beverly, W. Va., to Cumberland, Md., passes through one of the best bituminous coal regions in the world, which is further intersected by lateral roads completed and being built. The Eastern market for this tonnage has been principally by way of the Baltimore & Ohio from Cumberland, a large quantity coming to Baltimore. By the new extension, which is about eighty miles long, the Cumberland Valley division of the Pennsylvania system is tapped at Hagerstown, giving a shorter route to Philadelphia than heretofore by way of Carlisle and Harrisburg, Pa. Another feature of the extension is that it has few steep grades and abrupt curves, and heavy trains can be hauled over it at much less expense than by present routes.

The estimated distances from bituminous coal centres to tidewater at present is as follows: Clearfield via Pennsylvania road to Philadelphia, 253 miles; Pocahontas via Norfolk & Western to Norfolk, 380 miles; Kanawha via Chesapeake & Ohio to Newport News, 400 miles; Cumberland via Baltimore & Cumberland to Philadelphia, 251 miles. Thus it will be seen that the West Virginia Central will have the shortest haul of any company now placing soft coal along the seaboard. As stated before in the MANUFACTURERS' RECORD, it has been decided to extend the road eventually from Hagerstown to Baltimore.

American Coal for Mexico.

The result of the recent visit of Baltimore capitalists to Mexico is that a line of vessels will be put on the route between Baltimore and Tampico to carry soft coal and coke to Mexico. The first step has been taken in this direction by making arrangements to build coal docks of 8000 tons capacity at Tampico.

Coal operators in West Virginia and the Export Coal Co. at Pensacola, Fla., have developed a coal and coke trade with Mexico which, though somewhat small at present, is rapidly increasing in proportions. The new company expects to ship on an extensive scale from the Cumberland district, the tonnage coming over the West Virginia Central and Baltimore & Ohio roads to Locust Point, thence going by vessel to the destination. It is believed that as soon as the line is fairly established and contracts are made with Mexican railroad and smelting companies for fuel that the business will require a weekly service. Thus far little or no bituminous coal has been found in Mexico, and the railroads depend on wood for the locomotives. Much of the coke used in the great silver-smelting plants has been shipped from England, but it is found that the American product is just as good for the purpose and can be delivered at a lower figure. The demand for locomotive fuel is indicated when it is stated that there are 5500 miles of line in

operation in that country, with nearly 500 locomotives, many of which burn valuable hardwoods for lack of coal.

William Johnston & Co., who now have steamship lines from Baltimore and Port Royal, S. C., to Europe, will furnish the vessels. The Baltimore & Ohio is represented by Vice-President Lord and General Freight Agent Ways. Others concerned are H. Crawford Black, of the Black-Sheridan-Wilson Coal Co., of Baltimore, and President Gill, of the Mercantile Trust & Safe Deposit Co. of the same city.

The channel leading to Tampico harbor is twenty-two and a-half feet deep at low tide, while the harbor itself will accommodate the deepest draught ships. The channel is protected by a series of jetties designed by Engineer E. L. Corthell, of Chicago.

The New Orleans Bridge.

Surveys have been begun for locating the piers of the railroad bridge which is to span the Mississippi river at New Orleans. As exclusively stated in the MANUFACTURERS' RECORD several weeks ago, the proposition of the Phoenix Bridge Co., of Phoenixville, Pa., to erect it has been accepted. The bridge will be one of the greatest structures of its kind in the world. Supervising Engineer Corthell furnishes the following details of dimensions, part of which have already appeared in the MANUFACTURERS' RECORD: The main span will be 1070 feet long, and the side spans each 602; the height of the bottom of the superstructure eighty-five feet above the extreme high-water level, and the highest point of the superstructure 164 feet above the top of the piers, or 249 feet above highest water level. Thus the length of the bridge proper will be 2274 feet. The two towers of the superstructure that will be 164 feet high will be over the two main piers, and the end towers over the end piers will be much shorter. The centre of the cantilever between the two large towers will be eighty feet above the top of the piers, and the superstructure will contain about 25,000,000 pounds of steel and iron. The cross section of the piers will be about 126 feet up and down stream and sixty feet across. The lower section of the piers will be constructed of Louisiana pine, bolted together with wells left in the interior. After the pier is sunk and the matter that fills the wells taken out, they will be filled with concrete, so that the cribbing, when completed, will be a solid mass of pine and concrete. The extreme height of the bridge structure when completed will be 140 feet of solid wood and concrete, 134 feet of granite and concrete and 164 feet of steel and iron, or 438 feet from the metal cutters at the bottom of the cribbing to the utmost height of the superstructure. As the river is 100 feet deep at this point, the wooden pier foundations will have to be built on the surface and sunk to their beds ninety feet below the bottom of the stream. It is expected to begin actual construction work in about two months.

Railroad Notes.

HERBERT V. HARRIS has been appointed receiver of the Louisville Terminal Railway Co., which has completed three miles of a projected belt line around Louisville nineteen miles long.

THREE HUNDRED THOUSAND bushels of grain were shipped from Norfolk during the month of February from the Norfolk & Western elevators. This grain is all brought from the West and goes to Europe, and the business is gradually increasing.

At the annual meeting of the Gulf, Colorado & Santa Fe, held at Galveston, Texas, the following-named officers were elected: President, J. W. Reinhart; first vice-president, D. B. Robinson; second vice-president, George Sealy; secretary and treasurer,

J. W. Bird; auditor, W. E. Lufkin. The reports of various officers of the company showed that the railway has been excellently managed, is perfectly solvent and able to meet all of its current liabilities.

THE truck-shipping business at Norfolk is to be increased by an arrangement between the Old Dominion Steamship Co., the Seaboard Air Line and several of the South Carolina roads by which South Carolina vegetables will be taken to Norfolk at specially low rates and sent to New York via the Old Dominion Line. The Atlantic Coast Line is also making arrangements for running fast truck trains between Charleston and Norfolk.

THE Baltimore & Eastern Shore Railway Co., operating a road on the Eastern Shore of Maryland, has purchased the three vessels and other property of the Choptank Steamboat Co., it is reported. The latter has been a competitor of the Eastern Shore road.

THE proceedings for a preliminary injunction by the Missouri, Kansas & Texas Railroad to restrain the International & Great Northern from interfering with the operations of the Galveston, Houston & Henderson have been concluded in the United States Circuit Court in Galveston, Texas. Circuit Judge McCormick rendered an opinion refusing the injunction. District Judge Bryant dissented.

THE Richmond Locomotive Works have just delivered three large 10-wheel engines to the Richmond & Danville Railroad, which were ordered only sixty days before delivered. The engines were of a kind never before made at the Richmond works.

THE Norfolk & Western has made arrangements with the Cleveland, Akron & Columbus whereby the roads will jointly use the terminal station at Columbus, Ohio.

FAST cattle-trains are becoming a feature on Texas lines. Recently a train was sent from Texas to New York by way of Cincinnati, 2000 miles, in 109 hours and forty-two minutes, including fifteen hours for feeding and delays. It is believed that these trains can be run at a profit, as the stock reaches its destination in excellent condition.

A Big Southern Contract.

The Stedman's Foundry and Machine Works, Aurora, Ind., manufacturer of coal, clay and bone disintegrators, have just closed a contract with the Tennessee Coal, Iron & Railroad Co. for a coal disintegrating plant of 500 tons daily capacity, including one 60-inch coal disintegrator and one pair of 14x20 engines, to be erected at Tracey City, Tenn. This machinery is for disintegrating the coal uniformly fine to improve the structure, density and uniformity of the coke made from this pulverized coal.

A Great Vineyard.

A dispatch from Howell county, Mo., states English capitalists have decided to plant one of the largest wine-grape vineyards in the world in that locality. A syndicate composed principally of hotel and restaurant owners has been formed, and will divide about 4000 acres of land into 40-acre tracts for vine-growing. Peach and apple orchards may also be planted. The wine from the grapes is to be sold in England, and all the products of the place sent to England. The country and climate are especially adapted for vineyard purposes.

THE rapid increase in exports at Newport News is shown by the following figures: Total value for February, 1894, \$1,449,507; 1893, \$776,634, a gain of 89 per cent. Exports in January and February, 1893, \$1,381,485; 1894, \$3,107,507, or 125 per cent. more than the previous year. During January and February, 1894, 2,011,418 bushels of corn were shipped, against 329,872 bushels in the same period of 1893.

SOUTHERN TEXTILE INTERESTS.

[A complete record of new textile enterprises in the South will be found in the Construction Department, on pages 107 and 108.]

About Building Co-operative Cotton Mills.

PORTSMOUTH, VA., February 26.

A glance at the cities and towns in which cotton mills were built in North Carolina in 1893 shows they are places, with one exception, of less than 3000 inhabitants. As only four of these mills are run by water-power, and the other ten by steam, is it not well for the people of other States to investigate this industrial movement, and see if they will not be able to follow the example set by our North Carolina friends? I think they will be surprised to find how easy it is to build a cotton mill in every city and town that is located on a railroad. The North Carolina movement has been founded on co-operation. A company is organized composed of a president, board of directors, secretary and treasurer. The subscription list is opened and payments on the stock are generally made at fifty cents per week per share. This enables every man, whether mechanic or capitalist, to take as many shares of stock as desired, and the payments are so easy that where it would be impossible for a party to pay \$50.00 or \$100 down, the payment of fifty cents per week is not felt, and the accumulation runs up until the subscriber becomes the possessor of stock on which he can secure dividends if the mill has been properly managed.

These mills are what are termed yarn mills, and convert the raw cotton, costing eight or nine cents per pound, into yarns or warps, varying in value from fourteen to forty cents per pound. This product is shipped to Eastern cities, where it is readily disposed of. Formerly, the coarser grades of yarns were made in the Southern States, but during the past five years great advancement has been made and many of the mills are weaving the yarns into print cloths, sheetings, etc.

The cost of a 5000-spindle mill capable of producing from No. 20s to No. 30s yarn will be found about as follows:

The cost of building would vary according to material used, the location and conditions. A plain brick mill with tower would cost anywhere from forty-five to seventy cents per square foot of floor space. This is much lower than can be attained in New England on account of cheaper lumber, brick and labor. Ninety cents is as low as usually attained by Northern mills. Below will be found a statement which will give the cost of a complete plant:

Land for mill site.....	\$2,000
Mill buildings.....	14,000
Houses for operatives.....	4,000
Machinery complete.....	60,000
Total.....	\$80,000

The above figures represent a fair average cost of a Southern yarn mill of the capacity mentioned equipped with all the modern improvements. Of course, for mills of a much greater capacity a proportionate reduction would be made in the cost.

The free working capital for such a mill ought to be from \$15,000 to \$20,000 to operate to the best advantage, although in the South, owing to the ability of the mills to buy cotton at any and all times, they are enabled to manage their mills on a smaller capital than is considered advisable with the same size plants in the North.

The question now arises, can such a mill be made to pay, and is the cotton-manufacturing business being overdone? When we consider that in the city of Manchester, England, alone there are more spindles employed in the manufacture of cotton goods than in the entire United States, and when it is understood that in one Fall River (Mass.) mill built last year

there were placed more spindles than are contained in the fourteen mills erected in North Carolina in 1893, it will be seen that twenty-five mills with from 5000 to 20,000 spindles could be erected in the different cities and towns of Virginia, and they would not supply more than the output of some of the Fall River companies. The fact is, that cotton manufacturing in the United States is in its infancy, and every day it becomes more apparent that cotton manufacturing is gradually drifting nearer the base of supply.

Do cotton mills pay?

There is invested in the Fall River mills \$17,880,000. The dividends in these mills are declared quarterly, and for the quarter ending October 1, 1893, the average dividend paid was 1.90 per cent., or \$339,950 was paid out, and this, too, in the face of a very serious depression that had existed for the previous six or eight months. Let us take, for example, the Border City Manufacturing Co., of Fall River, Mass. The figures submitted by the treasurer at the annual meeting showed that the earnings for the year amounted to \$240,320 on a capital of \$1,000,000. After paying all expenses the stockholders received \$150,000 in dividends, or 15 per cent., and \$41,000 was charged off for depreciation.

The Southern mills are doing equally as well where properly managed, and almost without exception have been successes, the mills in many cases having paid dividends before the capital stock was paid up.

Every city in Virginia having railroad facilities should have its cotton or other mill built on a co-operative plan of this kind. Whatever advantage North Carolina may have because of proximity to the cotton crop is more than offset by the cheapness with which coal is placed at our doors.

The mills afford employment to the people, and leave the difference between the cost of the raw material and the manufactured product in the community. This co-operative plan can be used to advantage in nearly every village of the South, as every community has certain resources which can be developed by capital accumulated in this way, and thus add much to the prosperity of the people.

The business men of Portsmouth have adopted this plan, and are erecting a building to cost \$23,000. They secured eight acres of land, which has more than doubled in value because of the building of the mill, and negotiations are pending with a Northern firm that wishes to erect a mill equally as large to use the yarns for knitting purposes.

A box factory in Berkeley, Va., that will employ a number of hands, I understand, is being built on a similar basis.

Material at present is very low, a great deal of labor is unemployed, and buildings of this character can now be constructed at least 20 per cent. cheaper than a year ago, and such an undertaking will create a spirit of enterprise and activity in every community, giving employment to labor that otherwise would be idle. Many men have accumulated riches by building in dull times, because of the cheapness of material and labor, and the gathering together of the dollars of the many in a legitimate enterprise of this nature means the circulation of money in a manner that is felt not by workmen alone, but the business man as well, and helps to enrich the community.

Then when this business depression passes away, as it must, a legitimate industry will have been started at a minimum cost that must, if properly managed, be the means of considerable profit to the stockholders.

JAS. A. MULVEY.

Cotton Movement.

Secretary Hester's Cotton Exchange statement, issued before the close of business on March 9, shows an increase in the movement of cotton into sight for the week of 9190 bales over the seven days ending March 9 last year, and a decrease compared with the same seven days year before last of 47,078 bales.

For the first nine days of March the movement has been 7675 bales more than last year and 49,842 less than the year before.

The increase in the amount of cotton crop brought into sight for the 190 days of the season, from September 1 to March 9, inclusive, is 787,028 bales over the same 190 days of last season, and the deficiency compared with the same time of year before last is 1,453,100 bales.

The movement since September 1 shows receipts at all United States ports of 5,289,053 bales, against 4,367,233 last year and 6,234,407 the year before; overland across the Mississippi, Ohio and Potomac rivers to Northern mills and Canada, 635,605 bales, against 735,667 and 1,034,153; interior stocks in excess of those held at the close of the commercial year, 241,291, against 294,653 and 412,132; Southern mill takings, 490,576, against 471,944 and 428,933.

Foreign exports for the week have been 101,742 bales, against 71,619 last year, making the total thus far for the season 4,187,352 bales, against 3,176,581 last year, or an increase of 1,010,771.

Northern mill takings for the past seven days show a decrease of 5597 bales as compared with the corresponding period last year, and the total takings since September 1 have decreased 284,707 bales. The total takings of American mills North and South and Canada thus far this season have been 1,643,151 bales, against 1,912,638 last year. These include 1,132,531 by Northern spinners, against 1,417,238.

COTTON IN SIGHT.

	This Year.	Last Year.	Year Before.
Receipts at ports since September 1.....	5,289,053	4,367,233	6,234,407
Overland to mills and Canada—net.....	635,605	735,667	1,034,153
Interior stocks in excess of Sept. 1.....	241,291	294,653	412,132
Southern mills takings, less consumed at Southern ports included in port receipts.....	490,576	471,944	428,933
Total in sight.....	6,656,525	5,869,497	8,109,625
Per ct. of crop in sight brought into sight after March 9.....	87.00	89.75	
Total crop.....	7,662,365	6,535,379	
Per ct. of crop brought in sight after March 9.....	12.40	10.25	

SPINNERS' TAKINGS.

	This Year.	Last Year.
Total to Northern spinners from and via delivery points Overland to mills as above.....	496,926	681,571
Total Northern spinners and Canada.....	1,132,531	1,417,238
Total Southern mills' takings.....	510,620	495,400
Total American mills and Canada overland.....	1,643,151	1,912,638

SUPPLY AND DISTRIBUTION.

	This Year.	Last Year.
Supply—Amount brought into sight during 190 days of season. Stock at ports and twenty-nine principal interior towns left over from last crop.....	6,656,525	5,869,497
Total supply during 190 days.....	6,656,525	6,124,418
Distribution—Total exports for 190 days of season.....	4,187,352	3,176,581
Total domestic spinners' takings.....	1,643,151	1,912,638
Burnt.....	886	20
Total American stocks.....	1,135,092	1,313,209
Total distribution.....	6,966,481	6,402,448

Net overland for this week this year....	12,448
Net overland for this week last year....	15,103
Net overland for this week year before last.....	24,765
Net overland thus far for month this year.....	15,044
Net overland thus far for month last year.....	24,781
Net overland thus far for month year before last.....	33,675
Brought into sight this week.....	81,307
Brought into sight same seven days last year.....	72,117
Brought into sight same seven days year before last.....	128,385
Brought into sight 9 days of March this year.....	102,829
Brought into sight 9 days of March last year.....	95,154
Brought into sight 9 days of March year before last.....	152,671
Northern spinners' takings this week.....	19,481
Northern spinners' takings same seven days last year.....	25,078
Increase in amount of crop brought into sight to date over last year.....	787,028
Decrease in amount of crop brought into sight to date under year before last.....	1,453,100
Increase in supply since September 1 over last year.....	564,033
Increase in foreign exports since September 1 last year.....	1,010,771
Decrease in American spinners' takings since September 1 under last year.....	269,487
Decrease in American stocks under last year.....	178,117

OVERLAND.

	This Week.	Since Sept. 1.
	This Year.	Last Year.
Gross movement.....	20,319	23,977
Total deduct.....	7,871	8,874
Net overland.....	12,448	15,103

Another Proposed Mill.

The movement at Abbeville, S. C., for a cotton mill, noted last week, has now taken shape enough to promise its ultimate success. A commission for charter has been issued to J. F. Lyon, W. J. Smith, R. M. Hill, G. A. Visanska, W. A. Templeton, J. S. Graves, J. T. Robertson and several others, and they will organize under the name of the Abbeville Cotton Mill Co. The capital stock is to be \$100,000 in \$100 shares, and a committee is now soliciting subscriptions.

Notes.

A MOVEMENT is under way at Douglasville, Ga., for a cotton mill, and endeavors will be made to organize a company for its erection. Messrs. J. A. Pittman, J. F. Duncan, J. B. Baggett, J. T. Davenport and others are interested.

THE machinery for the new Pearl Cotton Mills, at Durham, N. C., is now being received, and the plant will commence operations in sixty or ninety days.

THE machinery for the new mill of the Courtenay Manufacturing Co., at Newry, S. C., is now being received and placed in position in the mill; equipment will contain 30,000 spindles and 800 looms. Fine goods will be produced.

THE Lanett Cotton Mills, now building at Lanett, Ala., near West Point, Ga., are about completed, and all the machinery has been purchased. Mr. L. Lanier, of West Point, president of the company, informs the MANUFACTURERS' RECORD that the plant will start up about April 15.

A MOVEMENT has been started at Carrollton, Ga., for a cotton mill, and Mr. Jas. P. Moore is interesting himself in the project. Mr. Moore writes the MANUFACTURERS' RECORD that a cotton mill will be built, and that estimates are now being secured on cost of a plant to employ 500 hands.

THE new plant at Hartwell, Ga., the Hartwell Cotton Mills, will commence operations about April 15.

THE directors of the Terrell (Texas) Batting Mill Co. held a meeting last week and appointed a committee to receive the building from the contractors when completed.

THE cotton-mill plant of the Denison (Texas) Cotton Manufacturing Co. was disposed of at public sale last week in accordance with a decree of the court. The property was bid in by Dr. J. M. Ford, of Denison, at \$30,000. Doctor Ford has stated that the mill will be put in

operation as soon as financial arrangements can be completed. The plant's equipment contains 25,000 spindles and 752 looms.

THE Bibb Manufacturing Co.'s plant at Macon, Ga., was started on full time last week, after working half time since early in the fall. This move will be a great boon to the 600 operatives who are employed at the Bibb mills.

THE Wytheville (Va.) Woolen Mills, after an idleness since the fall, have resumed operations. It is said that the company expects to make considerable enlargements to its plant during the summer.

CONTRACT for building an addition to the Anniston (Ala.) Cotton Mills, as recently decided upon, has been let to House & Swain. Work on the foundation is now in progress.

THE Dilling Cotton Mill, now building at King's Mountain, N. C., will be equipped with a 300-light electric plant. Contract has been secured by J. E. Duval, electrical engineer, of Charlotte.

THE Stanley Creek (N. C.) Cotton Mill has completed equipping its plant throughout with a water-works system.

THE Manchester Cotton and Woolen Mills, located near Fort Worth, Texas, resumed operations on the 8th inst. after an idleness of several months. New machinery has lately been put in the mill, and 100 hands will now be employed.

MR. F. H. CASH's yarn mill, at Martinsville, S. C., has been purchased by the Merchants and Farmers' Bank of Spartanburg, which held a mortgage on the property.

Looking Over Texas.

Among the many Western and Northern men who are prospecting in Texas with the view of investing funds are Messrs. T. J. and H. C. Bunn, of Bloomington and Chicago, Ill., respectively. They are traveling in a special car with their families, and have visited Houston and Galveston among other cities. They expect to remain some time in the State and make a careful examination of its present condition and prospects, seeing for themselves its advantages. They express themselves as highly pleased with what they have seen thus far.

A dispatch from Chicago states that Mr. Cail Valentin, of that city, will leave for Texas shortly as the agent of a syndicate which has for its object the purchase of from 150,000 to 200,000 acres of land in Texas for colonization purposes. The syndicate is said to represent over \$1,000,000, and it sends Mr. Valentin as a special agent to look up the land with a view to immediate colonization.

Another party who are examining the advantages of the State are A. S. Adams and A. O. Russell, of Lowell, Mass., and James A. Weston, of Manchester, N. H. The gentlemen are stockholders in the Southwestern Telegraph & Telephone Co. and Austin Sewer Co.

A Proposed Railroad Town.

A syndicate of Baltimore real-estate men and investors known as the Lutherville Heights Land Co. is reported to have purchased a tract of land about one mile from Lutherville, in Baltimore county, and on the Northern Central Railway. This property is to be cut up into building lots, sewers built and streets laid out, and the property placed on the market. The railway company contemplates building a number of freight tracks near Lutherville and establishing a suburban freight-yard at that point. This will force a number of the Northern Central employees to make their homes in the vicinity, and the object of the land company is said to be to make its property the site of a railroad settlement. The land is high and well located for residence purposes.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

Cotton Oil as It Is Crushed.

I.

MEMPHIS, TENN., March 10.

Editor *Manufacturers' Record*:

The cotton-oil season at Memphis is practically at an end, but two mills running, with little seed ahead. This has been an unsatisfactory season from the crushers' point of view, much more having been paid for seed than they were worth. The planters have certainly profited this year by the greed of the mills. Figuring 1100 pounds of seed to a 500 pound bale of cotton, the planters have received for the seed the equivalent of one and a-half to two cents per pound of cotton. It is a common saying that "the seed picked the cotton" this year. Though planters continue to grumble at seven and a-half and eight-cent cotton, their arithmetic should tell them that, as compared with the old days when seed were valueless, they are getting even now nine and ten cents per pound for cotton. With provisions and clothing lower than ever known before, the knights of the soil at the South have little to complain of in prices for their product as compared with their brethren of the grain and wool-growing States.

It seems a pity that an industry which means so much to the South, and in which she is beginning to take just pride, should be conducted so largely upon a speculative basis, with little regard to actual values at the time of purchase of the raw product. Though the interests of the mills and the planters are really identical, there is little of good feeling, certainly nothing of co-operation, between them. This is true in spite of the fact that here the oil mills have largely taken the place of the merchants, and have followed the policy, as unwise for themselves as it is debauching to the planters, of advancing money to make the cotton crop. The commission merchants were fast coming to the conclusion that the good old days would never come back until Dixie learns to do her business more on a cash basis, and, owing to heavy losses on the credit system, were rapidly withdrawing and withholding advances on the crops, when the oil mills, greedy as always for seed, stepped in to carry on the old demoralizing work. Money once advanced to the planters can be got back only by paying market prices for seed, no matter how high they may be artificially forced. It is commonly stated by the mills that seed contracts are not worth the paper they are written on, and the oil mills are themselves largely responsible for this by taking seed which they know has been previously contracted to some other mill. The waste of sacks on the Mississippi river through loss and actual theft is enormous.

These are but a few of the abuses that have grown up in the trade. The bullying, domineering policy adopted by the American Cotton Oil Trust in its early days has left envy, suspicion, rancor and distrust in its wake, and each mill seems to think that its hand is against every man and every man's hand against it. It was not thus in the old days of the Cottonseed Crushers' Association. There was some good will and good fellowship in those days, and though an Arkansas mill superintendent did declare at the St. Louis convention that the president of his mill sent him there to represent the mill because the president was a member of the church, didn't drink and swear, and wouldn't do for a place like that, nevertheless they were not such a bad sort of fellows. My father, who was certainly not possessed of the qualifications mentioned by the Arkansas superintendent, was a member, and had the honor to be

elected and was the last president of the old Cottonseed Crushers' Association, and no man did more to conciliate and harmonize the diverse crushing interests of Memphis than he. It is a pity that the old Cottonseed Crushers' Association, that did so much to promote good feeling among the manufacturers, and could do so much if it now existed to reform abuses of the trade, is extinct.

Now that the American Cotton Oil Trust, having recognized the unwisdom of the domineering policy of the Standard, which it so closely imitated at first, and having taken on itself corporate existence in token of its change of heart, seems to be rather a conservative than a demoralizing factor in the trade, it looks as if the present time might be propitious for the manufacturers to again get together and form a new association on simpler and more practical lines than before.

EDWIN L. JOHNSON.

The Markets for Cottonseed Products.

NEW ORLEANS, March 12.

The New Orleans cottonseed-product market for the past week has been unusually dull for this season of the year, and all articles in this line have been tending lower, and sales are few and hard to make, owing to buyers and sellers being so far apart. The mills in all sections are rapidly closing down, but the knowing ones seem to think that there is still considerable oil and meal in the producers' hands. We quote prime summer yellow at 32 to 33 cents, with very little trading; prime crude loose, 23 to 24 cents; meal jobbing at depot, \$19.75 to \$20.00 per ton of 2000 pounds in earload lots; cake and meal for export, \$22.50 per long ton f. o. b. asked; foots, 1½ to 1¾ cents; soap stock, 1½ to 1¾ cents; linters—A, 3¼ to 4 cents; B, 3¼ to 3½ cents; C, 2½ to 3 cents, according to style.

JAS. RAINEY & CO.

NEW YORK, March 13.

The weakness of our cottonseed-oil market continues and values show a further decline. The pressure to sell is more pronounced, and prime summer yellow is now quite freely offered here at 31 cents in barrels ex dock. The West is still out of the crude-oil market at the South, and New York buyers will not bid above 21 cents for prime crude oil loose at the mill South.

The Rotterdam market as an outlet for refined oil has lately been quite out of question. It is even rumored that some shipments of American cottonseed oil to this port have been arranged for at Rotterdam. However that be, and whether such shipments, if really to be made, represent speculative purchases in Rotterdam for American account, or whether some American shipper in disgust is having his oil returned to this country, we cannot say.

There can be but little doubt now but that cottonseed oil will have to decline to a price at which domestic and foreign soap-makers can use it before the demand will broaden sufficiently to absorb the surplus. What that price will be is the question of the hour. A little while ago it was thought that 30 cents for refined oil, or equal to 4 cents per pound, would prove an effectual barrier to a further decline, since greases of equal value to the soapmaker were selling at or above that price. But it is now to be borne in mind that while these greases have all along been fairly firm and in scant supply at Eastern points, the demand has at the same time been very slack, and soapmakers, expecting more liberal supplies later on, have bought very sparingly. It is doubtful whether the various lots of cottonseed oil now on the market can be pushed for sale without further concession in price. It is to be regretted that the present downward movement in prices, following closely in the wake of extremely high prices, means severe losses to many Southern crushers and refiners. The cottonseed-oil industry on the whole, however,

will emerge from the present ordeal in a healthier state than it has known for the past eighteen months, and we doubt not that our Southern friends will soon once more make the business pay without the aid of speculative seed purchases with which the present season started, so unfortunately for those concerned.

We quote today for barreled oils on the spot: Prime crude, 26 cents; off crude, 25 cents; prime summer, 31 cents; off summer yellow, 30½ to 31 cents; choice summer yellow, 33½ cents nominal; prime winter yellow, 37 cents; prime summer white, 35 cents; cottonseed soap stock, 1½ cents per pound. Cottonseed meal is steady on the spot, with \$22.50 bid for lots on the dock; meal to arrive is less in demand. For all-rail shipment from the West we quote New York points at \$23.50 per ton of 2000 pounds.

ELBERT & GARDNER.

ROTTERDAM, February 28.

The market for cotton oil has been again very dull during the past week, and although the owners have lowered their prices, not much business has been done at the quoted prices. The butter-makers are not inclined to make any purchases unless they can have the oil far below the quoted prices. Some very large quantities have changed hands, but the prices have been very low. The American Cotton Oil Co. is now quoting its brands of Union and Aldridge at thirty-one guilders per 100 kilos, but it certainly would accept counter offers. Very good brands are offered at twenty-seven guilders, and second and inferior brands are obtainable at twenty-four guilders. There is, however, a large difference between the quoted prices and the obtainable ones, and the owners of cotton oil who wish to sell their goods are obliged to sell far below their prices. For oil of good quality only about twenty-six guilders is to be obtained, and even it would be very difficult to find buyers for large quantities at this figure. The weather is not cold; the thermometer shows 50° Fahrenheit, and therefore the butter-makers cannot mix much cotton oil. The arrivals are important, and there are still many large parcels on the way. It seems that the position in America is also very unsatisfactory, and that it is quite impossible to find buyers at the quoted prices. The arrivals at Rotterdam of refined cotton oil from America during February have been as follows: February 2—From Velasco per steamship Tronto, 2020 barrels; from New York per steamship Amsterdam, 575 barrels. February 3—From New Orleans per steamship Bonnington, 9106 barrels. February 7—From Baltimore per steamship Chicago, 629 barrels. February 12—From New York per steamship Edam, 1234 barrels. February 14—From Baltimore per steamship Delano, ten barrels; from New York per steamship Dubbeldam, 300 barrels. February 16—From New York per steamship Spaarndam, 1428 barrels. February 19—From New Orleans per steamship Drummond, 300 barrels. February 28—From New York per steamship Rotterdam, 849 barrels; from New Orleans per steamship Longhirst, 7000 barrels; total in February, 25,555 barrels. In January last 21,204 barrels arrived here. In the first two months of the year 46,759 barrels arrived. From England 1284 barrels have arrived in February, against 2788 in January. The market closes very dull, according to the depressed markets in America and the very mild weather at this side.

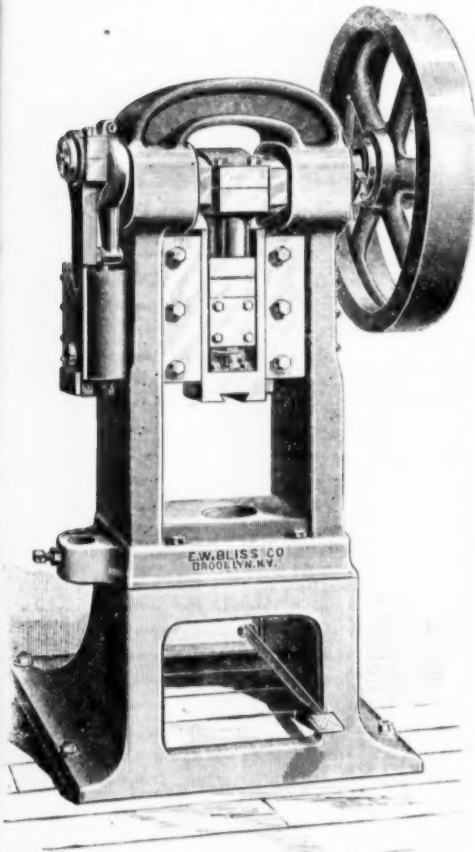
G. W. SANCHES.

STEPS are being taken by Mr. George C. Walsh, of Temple, Texas, and others to organize an association of cottonseed-oil mill superintendents in that State. Mr. Walsh in a letter to the *MANUFACTURERS' RECORD* writes that the primary object of the association will be mutual benefit. Meetings are to be held by the association at different points in the State at the close of the milling season, when papers on subjects pertaining to oil manufacture will be read and discussed.

MECHANICAL.

A Trimming Press for Drop Forgings.

The illustration on this page represents a press of late design brought out by the E. W. Bliss Co., of Brooklyn, N. Y., and it is intended for use in the forge shop, where hot metal is to be trimmed. It was the intention of the designers to build a press that would meet as nearly as possible all the requirements for which a press of this class of work can be used. The press is fitted with the well-known Bliss clutch and a patented adjustment in the slide, and has a supplementary slide in the side of its frame, to be used in cutting off the work from the bar after it is forged and trimmed. This is considered a new feature in a press of this kind, and will be at once appreciated by persons using such



TRIMMING PRESS FOR DROP FORGINGS.

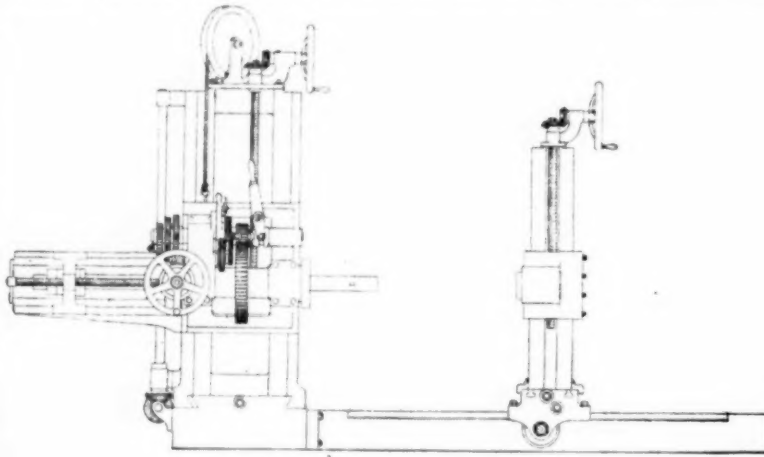
machines. The construction of the machine is very strong, and every detail has been carefully studied. These presses are built in several sizes, are usually made with fly-wheels, as forgings are usually required to be trimmed very quickly, and a high-speed machine becomes necessary. This cut represents the No. 74½ press, which has a four-inch stroke, four-inch adjustment, and is fifteen inches from bed to end of slide when up; distance between uprights is twenty-two inches. This machine carries a 900-pound fly-wheel, the total weight being about 5500 pounds. The dimensions can be modified to suit special requirements if it is necessary. These presses can also be geared for cold trimming.

Any further particulars can be obtained from the makers by addressing them at 137 Plymouth street, Brooklyn, N. Y.

A Boring and Drilling Machine.

The Waterman Machine Tool Co., of Providence, R. I., is manufacturing a machine intended for boring and drilling, but so arranged as to be useful for tapping holes for studs, etc., and an outline illustration of same is presented herewith. The planed foundation, or platen, has a bed securely fastened to its end, which provides for a transverse motion of main-post, carrying head and spindle, while upon the platen itself is a baseplate for the outbearing post which may be traversed lengthwise upon platen by means of pin-

ions and racks. The platen is forty-two inches wide, eight feet long and has tee slots. The main and outbearing posts have a traverse of forty inches, and the spindle is vertically adjustable from fourteen inches, the least distance, to forty-eight inches, the greatest distance from platen. The saddle which carries the spindle is counterbalanced. It is provided with cap-bearings for the driving-sleeve, and the feed arrangement is so disposed upon it as to make it convenient



BORING AND DRILLING MACHINE.

for the operator. The spindle has a traverse of twenty-five inches, with six changes of self-acting feeds, and can be fed in either direction, to or from the head, while provision is also made for quick hand traverse. A disengaging clutch provides a ready means of stopping and starting spindle without resort to countershaft, enabling the workman to observe and regulate his cut.

It will be readily perceived that this machine is capable of operating upon work of

of the spindle being gripped at any desired point for feeding, and of its being entirely withdrawn from the driving-sleeve to admit of one of longer length when a greater length of traverse than twenty-five inches is desired.

A machine is now on hand constructed to drive by an electric motor of the Crocker-Wheeler type, and so arranged upon driving head as to obviate the necessity of cone, gearing and driving shafts from end of bed. It is provided with a

similar range of speeds and feeds, and the spindle has the same features as in the machine already described, though it can only be raised to forty-four inches above platen.

Those having electric power will appreciate this arrangement of driving and find it conveniently applied to this tool.

This machine is well adapted for engine beds, cylinders, armatures for motors and the general boring and drilling of a machine shop, and further particulars regard-

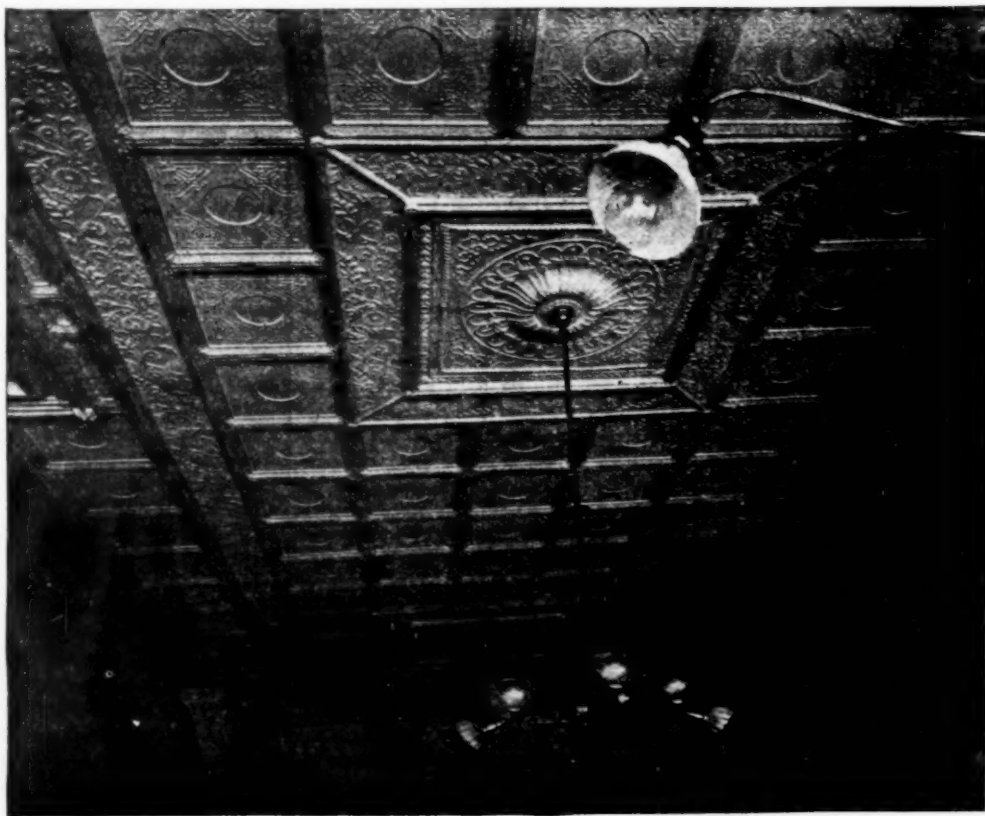
mental steel ceiling, making this, it is said, the oldest house in the country manufacturing this finish.

These metal ceilings and walls are intended for stores and offices, asylums and hospitals, churches, halls and opera-houses, where not only permanency and beauty is wanted, but also perfect acoustic properties; and this finish is fire-proof, which reduces cost of insurance; it is not damaged by water in case of fire, nor flooding from overflowing or bursted pipes, and in many cases is known to have stopped the spread of fire and to have saved entire buildings from destruction. The weight is only about three-quarters of a pound to the square foot, which saves quite an item in large buildings. It is also tight, thus retaining heat in rooms.

The stamped panels form neat joints, and make a rich panel ceiling of simple design, and they are also combined with contrasting panels and borders in special designs, using moldings when bolder treatment is desired. These stamped panels and embossed borders are easily decorated, making a handsome finish suitable for the best rooms. Crimped and beaded ceiling, plain and in panels, is also offered.

These ceilings are easily put up in new buildings and over old plaster and wood ceilings, for in filling orders they are prepared ready to go up complete. By sending working-plan, spaced and lettered to locate pieces forming the ceiling on list attached, full directions are sent for placing. Furring strips placed according to the plan should be used in putting up the work, except for oval crimp in new buildings and for covering fairly solid wood ceilings. Any further particulars desired can be had from the manufacturers.

THE Guntersville (Ala.) Democrat is devoting considerable space every week to showing the agricultural, timber and min-



METAL CEILING.

large dimensions, and that the different operations performed upon it will be almost sure to be in line and true with each other. The workman has all the controlling mechanism grouped together at a convenient point in relation to the spindle nose.

Power is obtained through a five-speeded cone and gearing situated at end of bed and driving through bevel gears to pinion, and gear upon sleeve that drives the spindle.

A special feature of this machine admits

ing it can be obtained by addressing the makers as above.

Metal Ceilings and Walls.

The illustration on this page shows a ceiling having deep stamped panels with embossed border and centre pieces as put in a store at Newport, R. I., by Messrs. A. Northrop & Co., of Pittsburg. This concern manufactures under original patents granted Albert Northrop, who was the first to conceive a practical idea of an orna-

eral resources of Marshall county, where it is never too hot or too cold to work out of doors. Excellent farm lands can be had at \$2.00 to \$10.00 per acre. Over half the county is yet in the virgin forest. A new railroad from Nashville, Tenn., was completed last year, giving access to a large area of thinly-settled country heretofore reached only by steamers on the Tennessee river. The Democrat announces that it will continue to give facts without coloring.

PHOSPHATES.

Phosphate Markets.

OFFICE MANUFACTURERS' RECORD,
BALTIMORE, March 15.

The phosphate trade has been very quiet during the past week and business light in volume. Local buyers are not in the market to any great extent, and are only purchasing small lots. At producing points there is considerable activity among miners, and it is thought that the yearly output will be very large. In Charleston the market is quiet, with buyers and sellers apart in their views, the former not purchasing for future delivery and the latter generally holding the product for higher prices. Florida rock is very steady, and shipments from the various ports of that State will be larger this month than usual. The arrivals of phosphate at this port during the past week were the schooners E. C. Schmidt, from Ashley river, S. C., with 775 tons, and the J. K. Souther with 1450 tons and the whaleback steamer Colby with 2200 tons, both from Port Tampa, Fla. The only charter reported was the schooner E. C. Middleton from Ashley river to Baltimore. The market closes with values firm and unchanged, as follows: South Carolina rock \$5.00 for Charleston, \$4.75 for Ashley river and \$5.00 to \$5.25 for Ashepoo, S. C., all f. o. b. Florida rock is steady at \$5.25 to \$5.50 for 60 per cent. river pebble, \$5.50 to \$6.00 for 65 per cent. and \$6.25 to \$6.50 for 70 per cent., all f. o. b. Charlotte Harbor or Tampa.

FERTILIZER INGREDIENTS.

The market for ammoniates in the principal Eastern cities is quiet, with a light demand. Prices, however, have been maintained at the producing centres, Chicago and Kansas City, by the demand from the South and West for tankage and blood, with current product fairly well sold up. Nitrate of soda is firm and higher, with a fair inquiry.

The following table represents the prices current at this date:

Sulphate of ammonia.....	\$ 3 90@	\$4 25
Nitrate of soda.....	2 12½@	2 25
Hoof meal.....	2 35@	—
Blood.....	2 50@	—
Azotine (beef).....	2 45@	2 50
Azotine (pork).....	2 45@	2 50
Tankage (concentrated).....	2 30@	2 35
Tankage (9 and 20).....	\$2 15 and 10 cts.	—
Tankage (7 and 30).....	19 00@	20 00
Fish (dry).....	27 00@	28 00
Fish (acid).....	18 00@	20 00

CHARLESTON, S. C., March 12.

The phosphate market here remains very quiet, few contracts being made, save by one mining company. There are about 70,000 tons sold ahead, and this principally by one large company. The other miners are satisfied that rock will rise 50 cents per ton and are holding off. The local buyers predict lower prices and will not contract for next season's stock. The consumption locally will probably be much larger than last season, owing to the smaller stock of acid phosphate to be carried over. The prices quoted are about the same—\$4.50 crude, \$5.00 to \$5.25 hot-air-dried, \$7.50 ground rock, f. o. b. Charleston. The coastwise shipments for the week were by schooner M. A. May, 750 tons for Baltimore; W. W. Converse, 1000 tons for Weymouth; E. R. Emerson, 580 tons for Wilmington, Del.; B. F. Lee, 600 tons for Baltimore; while in port and loading are Susan B. Ray, Nellie W. Howlett. The export shipments from September 1, 1893, to March 10, 1894, are 58,155 tons, against 56,992 tons for same date last year. The fertilizer trade has slackened up considerably, but yet a good trade is being done for the advanced season.

Phosphate and Fertilizer Notes.

THE business in phosphate at Fernandina, Fla., was very light during February, but for the current month the activity is quite pronounced. The business of the Florida Central & Peninsular Railroad at that port is very heavy, and since the re-

cent arrivals of phosphate steamers extra trains have been put on to relieve the yard of its overtaxed capacity, nearly 300 cars being in the yard at one time. Some rapid work has been done in loading steamers, the Georgia, with 1925 tons, the Tonsburg, with 1923 tons, and the Red Jacket, with 2650 tons of rock, all having quick dispatch. In lumber the schooner Samuel B. Hall is loading for New York by the agent of Robert Sizer & Co. Mizell & Co. are loading the schooner Denison for Martinique. Considerable business will be done in lumber, and the shipments will likely equal those of February.

THE phosphate industry at Williston, Levy county, Fla., is showing considerable activity at present. Several new and valuable mines have recently been opened, giving employment to a number of hands. Messrs. Burke & Brooks have about completed a tramroad three miles in length, which will connect one of the best mines in the county with the railroad, and will ship several carloads daily. The Phoenix Phosphate Co., of Philadelphia, is preparing to mine, and it is expected it will commence operations next fall.

THE British steamship Glendower cleared from Port Tampa last week with 2075 tons of phosphate for Rotterdam shipped by the Netherlands Phosphate Co.

THE steamship Georgia cleared from Fernandina on the 6th inst. with 1925 tons of phosphate for German ports, and the steamships Red Jacket, Glendale and King Alfred are now loading phosphate. The English steamer Tanckerville is due here the latter part of this month to load with a cargo of Marion phosphate.

THE Bowker Fertilizer Co., of Fernandina, has, it is reported, shipped all its bulk guano for the season and will now confine its shipments to its orange-tree and vegetable manures.

THE shipments of phosphate from the port of Punta Gorda, Fla., for the month of February were very light, being only 900 tons shipped by the schooner Celina Murray to Baltimore.

A SPECIAL dispatch from Ocala, Fla., states that a number of Charleston capitalists have secured an option on the Orange Canal & Transit Co.'s canal running from Panasoffkee lake to Floral City, for which they are to pay \$300,000 and agree to continue the canal to Inverness and make it navigable. It also states that the bottom of Floral lake at Inverness is a solid bed of rich hard-rock phosphate, and the syndicate has filed all the necessary papers with the State authorities to control the mining of same in connection with the Orange Canal & Transit Co. They will not only partially drain Floral lake, but use the canal as a means to transfer their rock via Lake Panasoffkee to the Florida Central & Peninsular Railroad, thus opening up a complete route.

Business all the Way Through.

THE business men of Little Rock, Ark., are determined to have a city on their town-site. They have eliminated from their midst that great millstone which has hung about the neck of Southern prosperity—petty jealousy. They are a unit for the advancement of their town. They want factories, but don't propose to have any boom. The Little Rock Commercial League is the outgrowth of this sentiment, and has during the few months of its existence located two factories in Little Rock, whose success is now assured. They want more and are prepared to interest anyone who is open to propositions to locate in Little Rock and engage in manufacturing enterprises. Every business man in the town is interested in the league. They are business men who act on business principles. Mr. Maxwell Coffin, secretary of the league, is the proper person to correspond with.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department, on pages 107 and 108.]

Lumber Directory.

Readers of the MANUFACTURERS' RECORD who may be in the market for lumber of any description are recommended to the directory of Southern lumber manufacturers and dealers which appears among the advertising pages.

Wants to Establish a Woodworking Factory South.

Mr. O. J. Edwards, of Ellwood City, Pa., in reply to a letter asking about a woodworking factory which he contemplates locating South, writes to the MANUFACTURERS' RECORD as follows:

"The American Wood Turning Manufacturing Co. is now being organized under the laws of Michigan, and the main factory and offices of the same will be located at Detroit. We control patents (in this and other countries) covering automatic machinery of unusual capacity, and seek a location in the South where a branch of this can be established to handle most advantageously oak. Southern pine, poplar, walnut and cypress, our machinery being adapted for the production of turned shapes of all sorts, from meat-skewers to porch posts, as well as shapes such as are used in architectural work, interior and exterior, and panels; also chair and furniture parts.

"As an indication of the capacity, we would say that the best machinery now on the market for the manufacture of clothespins turns only, without slotting, 40,000 in ten hours, while our machinery, with an attendance costing not more than eighty cents a day, will turn out from 400,000 to 500,000, turned, slotted and delivered to the rattler for polishing. Other articles will be handled in an approximate ratio, which you will readily perceive will give us the powerful advantage of low prices practically beyond competition, as we control the foundation principles of the machinery we will use.

"We have connected under practically the same management as this company one controlling a ferrule which contains valuable features and can be made as cheaply as any other. It is adapted for canes, umbrellas, handles, pen-holders and similar articles, which will place this class of our work far in advance of any other now on the market.

"In connection with our Southern location, we desire to interest men acquainted with the locality and experienced in our line, who will take a sufficient amount of the stock to guarantee a continuation of their interests in the affairs of the local establishment. We would like to carry along with this enterprise some land investment, not of the 'boom' order, but on a substantial basis."

Here is a good opportunity for some enterprising Southern city.

Southern Lumber Notes.

THE lumber trade at Aberdeen, N. C., is improving. From February 1 to 22, inclusive, there were shipped from that point 237 cars aggregating nearly 4,000,000 feet.

THE Waltertown Mills, near Waycross, Ga., one of the largest saw-mill plants in that section, was destroyed by fire on the night of the 5th inst. The property belonged to the Waycross Air Line Railroad and was valued at over \$100,000. It was insured for \$70,000.

THE Florida Veneering Co. is running an orange-box mill at Williston, Fla., and turns out several thousand boxes a day. The mill cuts usually trees from six to ten feet in diameter. The material is shipped to all parts of the State and is said to be superior in quality, the net cost per box for material being six and a-half cents.

THE Carabelle Land & Lumber Co., lately

organized at Carabelle, Fla., is operating extensively on Apalachicola, New and Ocklawaha rivers, and manufacturing yellow pine and cypress lumber. Its ports of shipment are Carabelle and Apalachicola, Fla. A. T. Swartz is superintendent at Carabelle, and the general office in Plainfield, N. J.

THE officers and stockholders of the Interstate Lumber Co., of Meridian, Miss., held a meeting recently and effected a reorganization known as the Meridian Lumber Co. The following officers were elected for the new company: M. R. Grant, president; F. C. Joselyn, vice-president; M. Matthews, secretary and treasurer, and J. A. McKinney, general manager. The company has commenced to operate its extensive plant, situated about two miles from Meridian, Miss. Chicago will still be the general headquarters of the company, while Meridian will be the headquarters for the Southern department.

MR. W. T. HIERONYMOUS, of the lumber firm of Hieronymus Bros., of Mobile, Ala., has just returned from Cuba, and gives a statement of the lumber imported into that island for the year 1893. In the report Mobile stands second in the list, having exported during last year thirty-nine cargoes containing 10,771,107 feet. New York heads the list with fifty cargoes containing 11,128,207 feet; Pascagoula twenty-six cargoes containing 5,597,304 feet, and Pensacola twenty-five cargoes containing 4,524,020 feet. The total imports for the year were 182 cargoes containing 42,946,640 feet, Mobile having done one-quarter of the total business of Cuba.

LUMBER MARKET REVIEWS.

Baltimore.

OFFICE MANUFACTURERS' RECORD,
BALTIMORE, March 15.

The local lumber market has undergone no change during the week under review, and business in nearly every channel has ruled dull. In the air-dried yellow-pine trade conditions remain the same, the demand being light from local buyers and receipts about as usual. Kiln-dried North Carolina pine is firm, with some business reported, and commission men and manufacturers are of the opinion that any improvement in the volume of business will be slow. White pine is steady, with a slow demand. The hardwood market is improving slightly, and there is some business reported with out-of-town buyers. The sash, door and blind factories are complaining of the general depression, and business in that line is generally slow. All the planing mills, as a rule, are on short time.

The following table represents the prices current at this date:

[The quotations for yellow pine are for cargo lots, and for all hardwoods the figures indicate values for choice car lots.]

VIRGINIA AND NORTH CAROLINA PINE.	
5-4x10 No. 2, kiln dried.....	\$15 00@ 17 00
5-4x12 No. 2, " " " " " "	17 00@ 18 00
4-4x10 No. 1, " " " " " "	19 75@ —
4-4x12 No. 1, " " " " " "	20 75@ —
4-4 narrow edge, No. 1, kiln dried..	16 00@ 17 00
4-4 wide edge, " " " " " "	21 75@ —
6-4x8, 10 and 12, " " " " " "	20 00@ 22 00
4-4 No. 1 edge flooring, air dried..	14 50@ 15 50
4-4 No. 2 edge flooring, " " " "	13 00@ 14 00
4-4 No. 1 12-inch stock, " " " "	14 00@ 16 00
4-4 No. 2 " " " " " "	12 50@ 13 50
4-4 edge box or rough wide " " " "	8 50@ 9 50
4-4 " " (ordin'y widths) " " " "	7 50@ 8 00
4-4 " " (narrow) " " " "	7 50@ 8 00
4-4x12 " " " " " " " "	9 50@ 10 00
¾ narrow edge.....	6 00@ 7 00
¾ wide.....	8 50@ 9 50
¾ 10x16 wide.....	9 00@ 10 00
Small joists, 2½—12, 14 and 16 long.	7 50@ 8 50
Large joists, 3—16 long and up.....	9 50@ 10 00
Scantling, 2x3—16 and up.....	9 00@ 10 00
WHITE PINE.	
1st and 2d clear, 4-4, 5-4, 6-4 and 8-4.	48 00@ 51 00
3d clear, 4-4, 5-4, 6-4 and 8-4.....	43 00@ 44 00
Good edge culls.....	14 00@ 15 00
Good stock.....	17 00@ 17 50
CYPRESS.	
4-4x6, No. 1.....	18 50@ 21 00
4-4x6, No. 2.....	15 00@ 16 00
4-4x6, 16 feet, fencing.....	11 50@ 13 00
4-4x6, rough.....	9 50@ 10 00
4-4 rough edge.....	9 50@ 10 00
4-4 edge, No. 1.....	17 50@ 19 50
4-4 " No. 2.....	13 00@ 14 00
HARDWOODS.	
Walnut.	
5-8, Nos. 1 and 2.....	65 00@ 75 00
4-4, Nos. 1 and 2.....	80 00@ 90 00
5-4, 6-4 and 8-4.....	85 00@ 95 00
Newell stuff, clear of heart.....	85 00@ 100 00
Culls.....	20 00@ 30 00

Oak.		
Cabinet, white and red, plain-sawed and good, 1 and 2, 8 inches and up, 12 to 16 feet long, 4-4.....	30 00@	35 00
Quartered white, 1 and 2 quality, all figured, 6 inches and up wide, 4-4.....	52 50@	55 00
Culls.....	10 00@	15 00
Poplar.		
Nos. 1 and 2, 5-8.....	25 00@	26 00
" " 4-4.....	28 00@	31 50
Nos. 1 and 2, 6 and 8-4.....	32 00@	33 00
Culls.....	14 00@	15 00
SHINGLES.		
Cypress, No. 1 hearts, sawed, 6x20.....	7 50@	7 75
No. 1 saps, sawed, 6x20.....	5 50@	6 00
No. 1 hearts, shaved, 6x20.....	6 50@	7 00
No. 1 saps, shaved, 6x20.....	5 00@	5 50
LATHS.		
White pine.....	2 65@	2 70
Spruce.....	2 15@	2 25
Cypress.....	2 15@	2 25

Norfolk.

[From our own Correspondent.]

NORFOLK, VA., March 12.

The past week has been rather quiet in lumber compared with the corresponding one last year, but nevertheless the improvement is steady but slow. The volume of business is gradually expanding as the weeks go by, and there is a better general inquiry from all sources. Receipts continue light, and stocks on hand are ample for the current demand. There have been some good orders placed during the week for North Carolina kiln-dried yellow pine, and prices continue firm at schedule rates. Low grades of air-dried lumber are in good demand, such as box and culls, with prices very steady and receipts light. Freight rates are steady and unchanged at \$2.40 to \$2.50 to New York and sound ports, Baltimore \$1.10 and Washington \$1.50.

Charleston.

[From our own Correspondent.]

CHARLESTON, S. C., March 12.

The general market for lumber and timber has undergone no change during the past week, and the volume of trade continues of moderate proportions. The advices from adjacent points in this State report mills scantily supplied with orders. Messrs. Mallonee & Co. in their circular report trade conditions unimproved, with orders about the same as last reported. "Railroad ties are active. Most of the mills have orders just enough to keep them running. Indications are, however, that the mills will stock up some orders during this month." The shipments of lumber from this port during the week were as follows: Schooners J. H. Parker, 424,800 feet; Edward P. Mansfield, 600,000 feet; Anna, 368,712 feet, and by steamer one car of oak staves, one car of shingles and 50,000 feet of lumber, all to New York. The total shipments of lumber from September 1, 1893, to March 9, 1894, were as follows: New York, 21,407,767 feet; Boston, 370,000 feet, and Philadelphia, 1,422,000 feet—total, 23,299,767 feet. The shipments to the West Indies and other foreign ports were 2,035,000 feet. Coastwise freights are generally quiet, with vessels plentiful and rates low. The market closes about steady at the following quotations: Savannah merchantable lumber, ordinary sizes, \$11.50 to \$12.50; difficult sizes, \$13.50 to \$15.00; square and round rafted yellow pine, \$8.50 to \$9.50; dock timber, \$5.00 to \$6.50; shipping timber (about 1000 feet average), \$8.50 to \$10.50. Railroad cross-ties from 5x8x7 to 7x9x8½ are quoted twenty-five to forty-one cents. Shingles are in fair demand at \$7.25 to \$7.50 for rived cypress No. 1 hearts, and \$6.25 to \$6.50 for rived cypress No. 2 saps.

Savannah.

[From our own Correspondent.]

SAVANNAH, GA., March 13.

The tone of the lumber market has shown no improvement during the past week, and the volume of trade has been exceedingly light. There have been more inquiries, however, from Northern ports, and it is expected that in the near future business will revive. From saw mills in the interior advices are somewhat favorable, a number of mills having resumed operations after the long siege of financial depression.

The shipments of lumber during the week were mostly by steamer to Boston, New York and Baltimore, and aggregated about 400,000 feet. Prices have not improved, and for all desirable grades of manufactured material values are about steady. Easy sizes, \$11.25; ordinary sizes, \$11.00 to \$14.00; difficult sizes, \$13.00 to \$18.00; flooring boards, \$14.50 to \$22.00, and ship-stuffs, \$16.50 to \$25.00. There is a good demand for cross-ties, and several orders have been booked for shipment during April and May. Freight rates are steady and quiet, with vessels plenty at sailing rates. From this and nearby Georgia ports rates are quoted at \$4.00 to \$5.00 for a range including Baltimore and Portland, Me. Railroad ties, basis forty-four feet, 14 cents. Steamer rates to New York and Philadelphia are quoted \$7.00, to Boston \$8.00 and Baltimore \$5.00.

Pensacola.

[From our own Correspondent.]

PENSACOLA, FLA., March 13.

The general lumber and timber market continues fairly active, and in lumber especially the demand is quite pronounced. Shipments during the past week have been mostly to Rio Janeiro and Buenos Ayres, while several cargoes were cleared for United Kingdom and Continent. The total shipments for the week amount to about 4,500,000 feet of timber and lumber. Pitch pine freights have advanced to some extent, and present quotations are £4 12s. 6d. to £4 15s. to United Kingdom or Continent, while for small vessels £4 17s. 6d. might be done. Rates for Montevideo or Buenos Ayres remain at \$11.00, and for Rio Janeiro \$13.50 is offered. Coastwise and Cuban business continues dull and volume light.

Mobile.

[From our own Correspondent.]

MOBILE, ALA., March 13.

During the past week there has been a considerable volume of business in the lumber and timber market, and for the month of February there was a steady gain in the several departments of this industry. The timber trade shows signs of a revival, and from advices received from European markets the prospects are more encouraging for a better demand. The local supply is excessive, and prices easy, with the light foreign demand prevailing. Hewn timber is steady at 10½ to 11 cents per cubic foot for 100 feet average and classing B1 good. Sawn timber is firm at 11½ to 12 cents per cubic foot. The exports of hewn timber for the week amount to 60,854 cubic feet, and of sawn 65,512 cubic feet, all for the United Kingdom and Continent. There has been a good demand for lumber during the week, and while not as brisk as the corresponding week last year, there is every reason to look for a steady improvement in the near future. The inquiry from the West Indies and Mexico is good, and shipments to those countries are larger than usual. The Atlantic coast trade is keeping up fairly well under the depressed state of financial affairs, and the outlook is good for future business. The total shipments of lumber during the past week amount to 2,166,584 feet, and since September 1, 1893, they aggregate 35,424,369 feet, against 41,838,379 feet last year. Advices from the interior of the State and points in Mississippi adjacent to this city report the various saw mills as resuming operations, and each week the list grows larger. Mills at Brew-ton, Ala., are now all running, with orders to keep them busy for some time to come. The shingle trade is by no means active, and no improvement is expected until building operations commence.

Beaumont.

BEAUMONT, TEXAS, March 12.

On the approach of spring the general lumber market continues to show signs of decided improvement in southeastern

Texas, and while the amount of business transacted is moderate in volume, an early demand from the State is expected. Water shipments via Sabine Pass have made a good showing during the past month. Five vessels whose cargoes aggregated nearly 2,500,000 feet were cleared for foreign ports. The material shipped was of all sizes and lengths, a large proportion being of long-leaf pine, and two of the vessels' cargoes cleared for the West Indies were common yard stock. Orders for shipment by water continue to come in, one cargo of 700,000 feet having been booked by the Texas Tram & Lumber Co. during the past week, while the large schooner Fearing, just arrived, will take nearly a million feet, furnished by local companies. With an increase in water shipments stocks at interior points will decrease and the tendency will be to make values firmer. With regard to the general market the Beaumont Journal in its review says: "Inquiries have been more plentiful than orders during the past week, but the major portion of the interrogatories contain direct hints of early purchases that suggest fairly liberal orders within a few mails. As soon as the weather becomes favorable to building operations dealers will have to replenish their stocks that have been allowed to get unusually low. At present the outlook is favorable for agricultural interests, and if the prospects continue to hold good for two or three weeks considerable improvement in farm building may be expected." The shipments of lumber from Orange have been considerable during the week, and the lumber industry at that point shows signs of returning business. The Litcher & Moore Lumber Co.'s mill is now at work upon the timbers for the foundation and frame of the A. Gilmer mill at Orange. This will be one of the largest and best equipped mills in the South. The frame is planned for a double circular and a band saw, and when completed will have a capacity of 125,000 feet a day. Schooners are loading this week at the mills of the Orange Lumber Co., T. Bancroft & Sons' wharf and the wharf of the D. R. Wingate Lumber Co.

"Southern States."

[From the Boston Herald of February 24.]

This magazine is bending all its energies toward the accomplishment of one object, namely, that of setting forth in a clear and unmistakable light the advantages offered by the various regions of the South for immigrants. In the present number there are a large number of papers taking up different phases of the subject and giving some account of the industries of the South about which little is known by the outside world. An unknown writer tells an interesting story about how cool he found "Mobile in Midsummer," and his illustrations add to the attractiveness of the picture which he paints. Gen. Thomas S. Rosser says "Let the Immigrant Come South," and shows that more desirable environments await him there than in the North or West. The careful handling of statistics enables Mr. Richard H. Edmonds to show "The Increase of Cotton Production" which has taken place within recent years, and under "The Growth of a New Industry" Mr. D. A. Tompkins calls attention to the progress which has been made in the production of cottonseed oil and in the use of the hulls of the seeds for food for beef cattle. The other articles deal with similar subjects, and anyone who is thinking of emigrating to the South will find here the information which he desires. The *Southern States*, Baltimore, Md.: Manufacturers' Record Publishing Co.

In addition to repairing the American Line ships, the Newport News Shipbuilding & Dry Dock Co. has the contract for overhauling the Cromwell Line steamship Louisiana at a cost of \$150,000.

Iron Markets.

CINCINNATI, March 10.

It is hard to find any new feature in the iron market worth speaking of. The same monotonous conditions prevail as have been the subject of comment for weeks past. The best that can be stated is that there is some improvement in demand over February, which will go into history as the blackest month in American iron trade for at least twenty years. Small orders come forward in fair numbers, but the aggregate tonnage is not much over 50 per cent. of the business running a year ago. With but very few exceptions, the hand-to-mouth policy is pursued by buyers.

As to prices nothing favorable can be stated. In some grades of Southern iron, such as No. 3 foundry, gray forge, No. 2 soft and silvery, orders are in excess of supply, so that prices are firmly maintained. On leading foundry grades, however, the supply is abundant and prices are weak. Shipments from the South continue fully equal to current product, and stocks are not increasing. Northern foundry and forge irons are in slack demand, but Bessemer is moving liberally.

The action of the Senate sub-committee in restoring forty cents per ton on iron ore and coal in the tariff bill meets with general approval, but the uncertainty attending the further course of the bill will have the effect to keep things unsettled. The sentiment is growing among conservative business men that a fuller recognition of silver by the leading countries of the world would do more than any other one thing to turn the tide in the direction of prosperity, and the growing feeling in favor of bimetalism in New England and Great Britain is noted with satisfaction.

We quote for cash f. o. b. Cincinnati:

Southern coke No. 1 foundry.....	\$11 50@	\$11 75
South. coke No. 2 fdy. and No. 1 soft.....	10 50@	10 75
Hanging Rock coke No. 1.....	13 00@	13 25
Hanging Rock charcoal No. 1.....	17 00@	17 50
Tennessee charcoal No. 1.....	14 00@	14 50
Jackson county stone coal No. 1.....	14 50@	15 00
Southern coke, gray forge.....	9 50@	9 75
Southern coke, mottled.....	9 25@	9 50
Standard Alabama car-wheel.....	16 75@	17 50
Tennessee car-wheel.....	16 00@	16 50
Lake Superior car-wheel.....	16 50@	17 00

We quote for cash delivered Boston:

Alabama No. 1 foundry.....	\$13 75@	\$14 25
Alabama No. 2 fdy. and No. 1 soft.....	12 75@	13 25
Alabama No. 3 fdy. and No. 2 soft.....	12 25@	12 75
Alabama No. C. C. car-wheel.....	19 00@	19 50
Strong L. S. coke iron No. 1 foundry.....	15 00@	16 00
Lake Superior charcoal car-wheel.....	18 00@	18 50
American-Scotch (Northern) No. 1.....	15 50@	16 00

We quote for cash f. o. b. Chicago:

Southern coke No. 1 soft & No. 2 fdy.....	\$11 40@	\$11 65
Southern coke No. 2 soft & No. 3 fdy.....	11 15@	11 40
Ohio Scotch softeners No. 1.....	14 00@	15 00
Lake Superior charcoal Nos. 1 to 6.....	15 00@	15 50

We quote for cash f. o. b. New York:

No. 1 foundry lake ore coke iron.....	\$15 00@	\$15 50
No. 2 foundry lake ore coke iron.....	14 50@	15 00
No. 1 American-Scotch.....	15 00@	15 50
No. 2 American-Scotch.....	14 00@	14 50
No. 1 standard Southern.....	13 00@	13 25
No. 2 standard Southern.....	12 00@	12 25
No. 3 standard Southern.....	11 50@	11 75
No. 1 standard Southern soft.....	12 50@	12 75
No. 2 standard Southern soft.....	12 25@	12 50
Standard Southern car-wheel.....	18 50@	19 00

We quote for cash f. o. b. St. Louis:

Southern coke No. 1.....	\$11 75@	\$12 00
Southern coke No. 2.....	10 75@	11 00
Southern coke No. 3.....	10 50@	10 75
Southern gray forge.....	10 00@	10 25
Southern charcoal No. 1.....	15 50@	16 00
Missouri charcoal No. 1.....	12 00@	12 50
Ohio softeners.....	15 00@	15 50
Lake Superior car-wheel.....	17 00@	17 50
Southern car-wheel.....	17 00@	17 50
Frick's Connellsville foundry coke.....	4 50@	

We quote f. o. b. cars Buffalo:

No. 1 X foundry strong coke iron.....	\$12 50@	
Lake Superior ore.....	12 00@	
No. 2 X foundry strong coke iron.....	12 00@	
Lake Superior ore.....	12 00@	
Ohio strong softener No. 1.....	14 50@	
Jackson county silvery No. 1.....	14 75@	
Lake Superior charcoal.....	14 75@	
Tennessee charcoal No. 1.....	12 40@	
Southern soft No. 1.....	16 50@	
Alabama car-wheel.....	16 50@	
Hanging Rock charcoal.....	18 50@	

We quote for cash f. o. b. Philadelphia docks:

Standard Alabama No. 1 X.....	\$13 00@	\$13 25
Standard Alabama No. 2 X.....	12 00@	12 25
Strong lake ore coke iron No. 1 X.....	14 75@	15 00
Strong lake ore coke iron No. 2 X.....	13 50@	14 00
Lake Superior charcoal.....	17 00@	17 25
Standard Alabama C. C. W.....	18 50@	19 00

ROGERS, BROWN & CO.

A DISPATCH from Norfolk, Va., states that an improvement company has bought a tract of land near Lambert's Point for \$27,000.

CONSTRUCTION DEPARTMENT.

WE PUBLISH, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.

*Means machinery is wanted, particulars of which will be found under the head of "Machinery Wanted."

✉ In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ALABAMA.

Anniston—Pipe Works.—The Anniston Pipe & Foundry Co. will put another pit in operation at once and employ seventy-five additional workmen.

Anniston—Furnace to Resume, etc.—The Woodstock Iron Co.'s properties are being put in order and the furnaces are being equipped with new hearths preparatory to resuming.

Banks—Canning Factory.—A company is being formed to build a canning factory. J. K. Harris can give information.*

Bessemer—Furnace Repairs.—The Tennessee Coal, Iron & Railroad Co. has blown out its No. 2 furnace for repairs.

Bessemer—Fire-brick Works.—The Bibbville (Ala.) Fire-brick Co. is removing its entire plant to Bessemer and adding considerable machinery to its plant. Employment will be afforded to from fifty to seventy-five hands.

Blocton—Coal Mine.—The Tennessee Coal, Iron & Railroad Co.'s No. 2 mine, which was recently on fire, will be repaired and worked again this week.

Huntsville—Planing Mill.—E. R. Latta will erect a new planing mill. Site has been purchased.

Montgomery—Mercantile.—A. R. Altmeyer, H. Apperius and Ignatius Pollak have incorporated "The Fair" with a capital stock of \$75,000 to transact a general mercantile business.

Pruitt—Flour Mill.—T. D. Pruitt has commenced erecting a flour mill.

Rogersville—Flour Mill.—H. P. Richardson is building a flour mill.

ARKANSAS.

Corning—Electric-light Plant.—J. E. Matthews is endeavoring to conclude a contract with the city for electric-lighting. The contract will be closed probably and a plant erected very soon.

Jenny Lind—Coal Mine.—The Western Coal & Mining Co. expects to open and equip a coal mine with a capacity of 1500 tons per day, employing 500 or 600 miners. E. P. Seeley is superintendent.*

Little Rock—Mercantile.—The A. Friedheim Co. has been organized to succeed the Levinson-Friedheim Co. in a mercantile business. A. Friedheim is president; J. B. Friedheim, vice-president, and J. B. Sandefur, secretary. Capital stock \$25,000.

Texarkana—Planing Mill.—The Sunny South Lumber Co. will at once rebuild its burned planing mill.

FLORIDA.

De Land—Mattress Works.—Alexander Linguist has put in machinery for the manufacture of wire mattresses or springs.

Fernandina—Creosote Works.—Buchardi & Thomas's creosote works, which have been idle since last August, will resume operations at once.

Jacksonville—Increasing Plant.—The Merrill-Stevens Engineering Co. is building a reverberatory furnace at its plant for heating large iron for forging.

Middleburg—Water Works.—The city will construct a water works-system. Randall Pope, mayor.

Middleburg—Woodworking Factory, etc.—T. Newnam will start cypress block works and sink an artesian well.

Middleburg—Marine Ways.—The Black River

Phosphate Co. will put in marine ways at an early date.

Ocala—Gas Works.—Edward L. Root and associates have applied to the city for franchise to erect a gas plant.

Punta Gorda—Cigar Factory.—M. Borgis has started a cigar factory.

Westfarm—Saw and Planing Mill.—West Bros., of Westfarm, are building nine miles of tramroad from Ellaville to Westlake, where they expect to erect a large saw mill and planers.

GEORGIA.

Camilla—Variety Works.—Durham & Co. contemplate starting variety works.*

Carrollton—Gold Mines.—J. P. Moore and associates will develop gold mines near Dahlonega. The ores are refractory, and a plant will be erected for working them.*

Carrollton—Cotton Mill.—J. P. Moore writes us that the cotton mill noted last week will be built this summer; also a cottonseed-oil mill.

Cordele—Lumber Plant.—W. B. Hutchinson, of Michigan City, Ind., intends to erect in Cordele a saw mill of 60,000 feet capacity daily.

Cusseta—Printing Works.—C. C. Winter will establish printing works and newspaper publishing house. All machinery has been purchased.

Cuthbert—Ice Factory and Phosphate Mines.—I. V. Duke will erect an ice factory and develop phosphate mines on royalty.*

Dahlonega—Grist Mill.—C. M. Moore is erecting a grist mill.*

Douglasville—Cotton Mill.—A plan is afoot to organize a company to erect a cotton mill. J. A. Pittman, J. T. Duncan, J. B. Baggett and others compose a committee to further the project.

Dublin—Foundry and Iron Works.—G. W. Moore has purchased and will operate the Dublin Iron Works, lately owned by W. J. Carter & Bro. A new foundry has been added to the plant.

Louisville—Sewer.—The city will construct a sewer about two miles in length, and is about to advertise for bids. It will cost from \$45,000 to \$50,000. Address the board of public works.

Macon—Water Works.—Expert accountants are now engaged, on behalf of the city, in examining the books of the Macon Gas Light & Water Co.'s plant. The city intends either to buy the company's water works or construct a new system of its own. Address the mayor.

Macon—Sewer Contract.—The city has let contract to Gaboury & Noble, of Anniston, Ala., for the construction of its new system of sanitary sewers. The award was made at \$100,000. Work will be commenced during the month.

Marietta—Paper Mill.—It is reported that S. A. Anderson is negotiating for the old Kennesaw Mills building, with the intention of equipping it with machinery for the manufacture of paper.

Quitman—Water Works.—The city has let contract for the construction of its proposed system of water works. The Stilwell-Bierce & Smith-Vaile Co., of Atlanta, Ga., and Dayton, Ohio, secured the award at \$4,185.

Savannah—Lampblack Factory, etc.—Henry I. Seeman, Julius C. Schwartz and George F. King have incorporated the Seeman Manufacturing Co. to manufacture and deal in lampblack, printer's ink, etc. The capital stock paid in is \$5000.

Thomaston—Fertilizer Factory and Oil Mill.—T. C. Thompson contemplates erecting an oil mill and fertilizer factory.*

Waycross—Saw Mills.—The Waycross Lumber Co. will rebuild its saw mills, noted as destroyed by fire.

KENTUCKY.

Ashland—Canning Factory.—Endeavors are being made to organize a company to establish a canning factory. R. W. Harris can give information.

Cloverport—Water Works.—It has been proposed to organize a stock company for the purpose of erecting water works, and a committee has been appointed to solicit subscriptions. D. R. Murray, F. J. Ferry, Frank Fraize, J. C. Nolte and others are interested.

Lancaster—Water Works.—The construction of water works is proposed. The mayor can be addressed for information.

Louisville—Blacksmith Shops.—Frank Weber, P. Weber and C. W. Conway have incorporated as Frank Weber & Co. to transact a blacksmithing business. The capital stock is \$10,000.

Louisville—Soap Factory, etc.—W. D. Rea, J. R. Murray, A. R. Manning, W. D. Regan and Jesse McCandless have incorporated as Rea Bros. & Co. to manufacture and sell soap, perfumery and powder. The capital stock is \$15,000.

Louisville—Laundry.—Jacob Gast, W. F. Schulte, Henry Ohlmay and H. B. Driver have incorporated the United Laundry Co. with a capital stock of \$15,000.

Owensboro—Mercantile.—The Boston Store Co.,

capital stock \$7500, has been incorporated to transact a mercantile business. J. Shifsky, of New York; M. Cohen, of Owensboro, and B. M. Breskow, of Owensboro, are the incorporators.

Winchester—Electric-light Plant.—John P. Martin, of Xenia, Ohio, is preparing plans and specifications complete for a 75-light arc dynamo and 1000 incandescent dynamo electric-lighting plant with boilers and engines, for Winchester.

LOUISIANA.

Donaldsonville—Foundry and Machine Shop.—Messrs. Clark & Dunning will erect a foundry and machine shop on site which has been donated by the Donaldsonville Land & Improvement Co. Mr. Clark is of Plaquemine, La., and Mr. Dunning from Evarts, Mich.

Donaldsonville—Enlarging Works.—The city contemplates enlarging its water-works system. Address F. Lanary, city secretary.

Gretna—Ice Factory.—An ice factory is in course of erection.

Lincecum—Saw Mill.—Lacroix & McCuire are erecting a saw mill.*

MARYLAND.

Baltimore—Steel Works.—The Coronet Steel Co. has been incorporated by Wm. O. Saville, Irving A. Buck, Henry G. Turnbull, Jr., Pierce B. Wilson, John E. Semmes, Albert C. Isaacs, Edgar K. Legg and Jacquelin M. Buck. The aggregate capital stock is placed at \$250,000. The company proposes to manufacture steel under a new process, by which it is claimed that a tensile strength of 105,000 pounds to the square inch can be secured instead of an average of 60,000 pounds under the old process, at the same time securing a reduction of 62 per cent. of, and an elongation of 26 per cent. without the brittleness attained by getting a high tensile strength under the old process.

Baltimore—Ice-skating Rink.—O. Hammond, Jr., Robert C. Davidson, C. K. Mount, S. T. Clark, Howard Hammond, Henry A. Parr and several others have incorporated the Arctic Skating Co. with a capital stock of \$200,000. It is the company's intention to build a rink for skating on artificial ice during the summer season. The Messrs. Hammond mentioned are probably the best parties to address.

Baltimore—Quarries.—The Mystic Quarry Co., for working quarries of marble, slate, etc., has been incorporated by Simon J. Kemp, John J. Hoffman, Charles H. Diffenderfer, George W. Switzer and Robert A. McElroy. The capital stock is \$10,000.

Baltimore—Stove Works.—The Water Gas Heater Co. of Baltimore City, for the purpose of manufacturing hydro carbon burners, furnaces, etc., by an improved process, has been incorporated by Samuel Childs, J. Henry C. Watts, E. Parker Keech, Jr., William F. Bersley and John T. Mason of R. The aggregate capital stock is placed at \$100,000.

Baltimore—Water Supply.—George Gunther, Gerhard Butke, Wm. Schluderberg, Jos. Schreiber, Geo. R. Willis and others have incorporated the Chesapeake Water Co. with a capital stock of \$50,000. The company's purpose is to supply water to Canton, Highlandtown and vicinity.

Baltimore—Boiler Works.—The Campbell-Zell Company will enlarge its boiler works.

Baltimore—Electric-light Plant.—The mayor, in his annual message this year, suggests asking the legislature for authority for the city to erect its own electric-light plant at a cost of about \$500,000. Address F. C. Latrobe, mayor.

Baltimore—Cleaning and Dye Works.—The Acme Dyeing & Cleaning Co. has been incorporated with a capital stock of \$30,000.

Baltimore—Engine Works, etc.—White & Middleton will remove and enlarge their plant for building gas engines, and put in machinery for making marine work.

Lonaconing—Water Works.—Lawrence G. Hallock, Alvin L. White and associates have made the city a proposition for the construction of water works. The mayor can be addressed.

Northeast—Street Improvements.—The city will petition the legislature for authority to issue \$5000 in bonds for street improvements.

Salisbury—Box Factory and Planing Mill.—The Jackson Bros. Co. is making preparations to commence work on the erection of its new lumber plant in south Salisbury. The plant will consist of a planing mill with a daily capacity of 20,000 box shooks and 75,000 feet of flooring. Two large mills, already in operation by the company, together with the new plant, will work up 1,500,000 feet of lumber weekly, and 300 hands will be employed. The Jackson Bros. Co. is a corporation with a capital stock of \$500,000, and includes two Virginia and two North Carolina lumber companies. Timber will be secured from large tracts of land owned by the company in Virginia and North Carolina.

Texas—Quarries.—McCabe Bros. have resumed operations at their quarries, employing about sixty men. The quarries were idle since December.

Towson—Water Works.—The Towson Water Co., incorporated recently, will soon commence operations, as its plant is about completed. Its standpipe will have a capacity of 180,000 gallons of water.

Washington, D. C.—Bridge.—The South Capitol Street Bridge Co. intends to construct a bridge at the foot of East Capitol street. A. E. Anderson is secretary.

MISSISSIPPI.

Meridian—Sewerage System.—The city clerk will at once advertise for bids, to be opened May 1, on the construction of a system of sewerage. Address the mayor or city clerk.

MISSOURI.

Canton—New Machinery, etc.—The Canton Canning Co. is building an addition to its factory and will put in new machinery.

Clarksburg—Telephones.—J. E. F. B. and J. H. Lander have incorporated the Central Missouri Telephone Co. with a capital stock of \$50,000.

Franklinton—Gin, Grist Mill and Saw Mill.—J. E. Wood, Sr., will rebuild his saw mill, grist mill and cotton gin lately destroyed by fire.*

Humansville—Water Works.—The construction of a water-works system is about to be contracted for.

Kansas City—Coal Mines.—The Southwestern Coal Co., noted last week as incorporated, will sink a new shaft next spring.*

Kansas City—Car Shops.—The Kansas City, Osceola & Southern Railway will soon build extensive repair shops at Clinton or Kansas City.

Macon—Wagon Works.—Thomas Johnson will erect wagon works and work on building has already commenced.*

Odessa—Water Works.—A system of water supply may be constructed. For information address E. F. Blake, mayor.

Richmond—Water Works.—A water supply is talked of. Address J. L. Farrer, Jr., mayor.

St. Louis—Commission.—W. L. Buschman, E. L. Buschman and Elmore Cave have incorporated the W. P. Buschman & Sons Commission Co. with a capital stock of \$40,000.

St. Louis—Land.—S. M. Kennard, William P. Nelson and O. L. Mossman have incorporated the Walton Land Co. with a capital stock of \$10,000.

St. Louis—Printing Presses.—W. H. Phelps, Wm. M. Gerky, August Mayerhoff, J. H. Flannagan and others have incorporated the St. Louis Printing Press Co. with a capital stock of \$100,000.

St. Louis—Wire Works.—A charter has been granted to the Lange Fence and Wire Works with a capital stock of \$2000.

NORTH CAROLINA.

Carbonton—Coal Mines.—The Black Diamond Coal Co. is opening coal mines which have been idle for thirty years. Machinery is now at work pumping out the water in the mines.

Charlotte—Metallurgical Plant.—R. M. Miller, Sr., and J. H. Carson will erect a plant for treating ores from the Rudasill mines.

Durham—Additional Spindles.—The Erwin Cotton Mills Co. is reported as putting additional spindles in its mill.

Gastonia—Coffin Factory.—The coffin manufacturing company noted last week as organized will have a capital stock of \$5000, and is to be known as the Gastonia Coffin Co. J. D. Brumfield was elected president and manager; B. V. Brumfield, secretary and treasurer.*

Haw River—Cotton Mill.—The Thomas M. Holt Manufacturing Co. has decided to double the size of its gingham mill, and as soon as the weather will permit work is to be commenced.

Maysville—Lands.—H. A. Whiting, Lewis Bynum and C. E. Foy have incorporated the Maysville Land Co. with a capital stock of \$15,000.

Monroe—Gold-mining.—Isaac Bates will develop a gold mine near Monroe.

Mt. Airy—Tobacco Factory.—Scales Bros. & Co. will start a tobacco factory.

Mt. Airy—Tobacco Factory.—Lowry & Yorkley will erect a tobacco factory.

Mt. Airy—Tobacco Factory.—D. W. Dodd, of Pinacle, will start a tobacco factory in Mt. Airy.

Newell—Vehicle Works.—C. W. Ritch will erect vehicle works.

Rocky Mount—Ice Plant.—W. E. Worth, of Wilmington, N. C., will erect an ice plant in Rocky Mount, and is now negotiating for his equipment of machinery.

Roxboro—Printing Works.—Noeli Bros. are erecting new building for their printing office.*

Sanford-Barrel Factory.—The Sanford Sash & Blind Co. contemplates erecting a barrel factory.

Statesville-Shoe Factory.—The shoe factory recently contracted for by the Statesville Development Co. will be operated by U. T. Bowden and S. A. McCall.

Wilmington-Lampblack Factory.—J. R. Hanby & Co. will rebuild their lampblack factory lately destroyed by fire.

SOUTH CAROLINA.

Abbeville-Cotton Mill.—The parties noted yesterday as forming cotton-mill company have applied for incorporation under the name of the Abbeville Cotton Mills Co. with a capital stock of \$100,000. J. F. Lyon, W. J. Smith, R. M. Hill, W. A. Templeton, J. S. Graves and others are the incorporators.

Charleston-Lumber Mills.—A charter has been granted to the Charleston Lumber & Manufacturing Co. with a subscribed capital of \$2575. H. L. Cade is president; C. St. C. Kirk, secretary and treasurer.

TENNESSEE.

Blue Springs-Zinc Smelter.—The Blue Springs Mining Co. intends to erect a lead smelter.

Chattanooga-Brass Foundry.—Price & Evans have added a brass foundry to their plant.

Chattanooga-Enlarging Plant.—The Central Manufacturing Co. will erect an additional building to its woodworking plant.

Goodlettsville-Barrel Factory.—J. C. C. Galbreath will establish a barrel factory.

Hollow Rock-Lumber Plant.—W. P. Pinkston, of St. Louis, Mo., is erecting at Hollow Rock a saw mill, planing mill and box factory.

Knoxville-Lumber Mills.—The Little River Land & Lumber Co. has been chartered to transact a general lumber business. Dr. J. F. Hicks, T. H. Hicks, B. G. McDowell, J. R. McDowell and W. W. Deming are the incorporators.

Knoxville-Improving Water Works.—The Knoxville Water Co. has commenced work on extensive improvements to its plant, so as to enable it to fill its contract with North Knoxville. A building for a filtering plant and a standpipe will be built at a cost of \$33,000, besides which the pumps, boilers, etc., will be purchased.

Maryville-Sash and Blind Factory.—M. M. Irwin & Son will erect a sash and blind factory, so it is reported.

Nashville-Wire Works.—Claude M. Redford, T. H. Logwood, J. O. Bradley, J. A. Spain and H. M. McKay have incorporated the American Flexible Wire Co. to manufacture and deal in wire articles.

South Pittsburg-Sale of Mills.—Duncan, Hughes & Hillman's saw and planing mills have been sold to the First National Bank.

Sweetwater-Creamery.—J. W. Ward, J. S. Sullivan and Dixie C. Williams are endeavoring to arrange the establishment of a butter and cheese factory.

Union-Lumber Mills.—Samuel Stone, T. H. Hammon, G. W. N. Brown, T. M. Cloyd and Joseph Stone have incorporated the Unaka Milling & Lumber Co.

TEXAS.

Angleton-Grist Mill and Gin.—A Mr. Chappel intends to build a cotton gin and grist mill.

Austin-Flour Mill.—M. L. Welch, of Minneapolis, Minn., and J. H. Knox, of Corsicana, Texas, have submitted to the Board of Trade a proposition for the construction of a roller flour mill. The plan is to organize a company with a paid-up capital of \$30,000, of which stock Welch and Knox will take \$20,000. The mill would have a daily capacity of 225 barrels.

Baird-Water Works.—The city will open bids today for the construction of the water-works system recently noted. J. E. W. Lane, mayor.

Bastrop-Electric Light Plant and Water Works.—The Bastrop Water & Light Co., lately noted as incorporated, will operate the water-works plant previously reported as let to contract. An electric-light plant is contemplated later on, and machinery will then be needed. Everything for water works is secured.

Beaumont-Telephone System.—E. L. Bacon and J. T. Keith are building a telephone exchange.

Belcher-Increase Capital.—The Belcher Cotton Oil Co. has filed an amendment to its charter, increasing the capital stock from \$40,000 to \$65,000.

Bigfoot-Coal Mines.—It is reported that a stock company is being organized to open coal mines near Bigfoot.

Corsicana-Water Works.—A charter has been granted to the Corsicana Water Development Co. with C. H. Allyn, S. A. Pace, James Caritty, C. W. Jester, W. S. Read, Fred Fleming, P. M. Lea, J. E. Whiteselle, Stephen Smith, J. T. Sullivan and James L. Autry (president) as incorporators. The capital stock is \$100,000. This company intends to construct a system of artesian water supply, and contract for drilling three wells will be let at once.

Dallas.—Guy Sumpter, H. E. Hamilton and Geo. R. King have incorporated the J. D. Roberts Co. with a capital stock of \$10,000.

Dallas-Ice Factory.—The W. J. Lemp Brewing

Association will erect an ice factory, as reported last week. Contract has been let and work on the plant is now in progress. Water will be supplied from artesian wells, and about \$250,000 will be expended on the entire plant.

El Paso-Telephones.—W. S. McCutcheon is organizing a telephone company.

Fort Worth-Publishing.—S. R. Williams, of Nashville, Tenn., has purchased the Fort Worth Gazette and plant at receiver's sale for \$15,000.

Fort Worth-Woodworking Factory.—The Texas Manufacturing Co., lately incorporated, will start a woodworking factory and employ ten men at the start.

Houston-Stockyards.—A. J. Vick, A. P. Root and W. H. Palmer have incorporated the Houston Stockyard Co. with a capital stock of \$75,000.

Houston-Barrel Factory.—There is a project afoot for the erection of a large barrel factory to represent \$175,000 of capital.

Houston-Building.—E. L. Alexander, A. M. Darling, N. H. Worley, B. C. Robbins and F. B. Wemple have incorporated the Home Building Co. with a capital stock of \$50,000.

Huntsville-Electric Lighting.—The Huntsville Electric Light & Ice Co. has been awarded contract to light the city.

Milano-Water Works.—The water works lately proposed will doubtless be constructed by the Kingston Springs Water Works Co. For further particulars address P. C. Buer, of the Union Depot Hotel at Dallas.

Pittsburg-Supplies.—A charter has been granted to the Pittsburg Supply Co. with a capital stock of \$20,000. The incorporators are A. D. Martin, John A. Cox, A. Hoffman, A. W. Parker, D. H. Townsend, N. M. Mathis and others.

Rockdale-Coal compressing Plant.—It is said that the Rockdale Mining & Manufacturing Co. has under consideration a proposition to lease its mines to a syndicate that intends to put in machinery for compressing coal.

Rusk-Iron Furnace, etc.—The Cherokee Iron Co.'s furnace, ore lands, railroad tracks, etc., were sold on March 8 to Frank A. Daniels, of New Orleans, for \$32,250.

Sulphur Springs-Canning Company.—A charter has been granted to the Sulphur Springs Canning & Preserving Co., with W. Turner, W. H. King, R. A. Melton and T. C. McCorkle as incorporators. The capital stock is \$10,000.

Van Alstyne-Electric-light Plant.—A report states that an electric-light plant will be installed.

Velasco-Woodworking Plant.—Slover & Sons have commenced the manufacture of ornamental work in red cedar and ash.

Velasco-Carding Machinery.—The Velasco Oil Mill Co. will put in a carding stand.

VIRGINIA.

Farmville-Water Works.—The city has given franchise for water works to a Roanoke company composed of W. P. Dupuy and others.

Fredericksburg-Shoe Factory.—A company has been organized to erect the shoe factory which was talked of several weeks ago. No announcement has yet been made of names connected with the enterprise.

Hoffman's Wharf-Marine Railway.—S. K. Martin & Co. intend to build a marine railway, but not at present. No machinery has been purchased.

Manchester-Ice Plant.—The Manchester Transparent Ice Co. will be operated by George Paul & Bro.

Norfolk-Boat-yards.—It is said that Joseph, Richard and Norman C. Butterfield, of Detroit, Mich., will establish a boat-building business at Norfolk under the name of the Virginia Boat & Oar Co.

Petersburg-Peanut Works.—The Petersburg Spanish Peanut Co. has been incorporated to buy and manipulate peanuts. The capital stock is privileged to be \$15,000, and M. Levy is president; George Davis, vice-president, and Richard A. Harrison, secretary and treasurer.

Port Norfolk-Furniture Factory.—A charter has been granted to the Port Norfolk Furniture Manufacturing Co. with the following officers: John W. Cox, president; M. D. Eastwood, vice-president; J. S. Crawford, treasurer; F. L. Putnam, secretary. The officers, with J. R. Neely and Charles Hooper, constitute the board of directors.

Roanoke-Publishing.—The Evening World Publishing Co. has purchased the Roanoke Record and outfit and will consolidate it with the World.

Roanoke-Manufacturing.—O. H. Rorar, W. A. Woodruff, J. E. Crafton, R. H. Woodrum and W. L. Moore have incorporated the Enterprise Manufacturing Co. to manufacture and deal in builders' supplies. The capital stock is \$60,000.

Staunton-Works Resuming.—The Staunton Bark Extract Co. is about to put its works in operation again. Seventy men will be employed.

Woodstock-Roofing Works.—Ohio capitalists will erect, it is reported, steel roofing and ceiling works in Woodstock.

WEST VIRGINIA.

Charleston-Telephones.—A charter has been granted to the Clarksburg Telephone Co. with a

capital stock of \$1,000,000. The incorporators are D. P. Morgan, A. J. Coplin, C. L. Hickman, F. M. Jackson and S. M. T. Cunningham.

Fairmont-Gas Company.—The Fairmont & Grafton Gas Co. has been chartered with an authorized capital stock of \$1,000,000.

Parkersburg-Mercantile.—A charter has been granted to the Wm. Cox Grocery Co. with a capital stock of \$1,000,000.

Parsons-Lumber Booms, etc.—S. E. Parsons and A. L. Lipscomb, of Parsons; J. C. Watson, of Boomville; J. W. Johnson and J. H. Henry, of Bridgeport, have incorporated the Porter Boom & Lumber Co. to transact a general lumber business. The capital stock is \$100,000.

Point Pleasant-Shipyards.—The Kanawha Marine Dock Co. has lately added new thirty-five horse-power engine, large planer, band saw, etc., to its plant on the Great Kanawha river.

BURNED.

Charlottesville, Va.—The Charlottesville & University electric-light plant; loss about \$18,000.

Cullman, Ala.—The McMinn Opera-house and several stores; loss \$50,000.

Demopolis, Ala.—Stores of W. & F. Cooper, W. Oberling, J. L. Bailey and E. D. Smith; loss \$10,000.

Hampton, Fla.—Eddy's saw mills, six miles from Hampton.

Harleton, Texas.—The Hope Mill & Lumber Co.'s plant; loss \$35,000.

Opelika, Ala.—The public school; loss estimate \$5,000.

Ripley, Tenn.—Stores of W. Tucker & Co., P. T. Glass & Son and J. H. Evans; loss estimate \$10,000.

Texarkana, Ark.—The Sunny South Lumber Co.'s planing mill.

Waycross, Ga.—The Waycross Lumber Co.'s mill, near Waycross.

BUILDING NOTES.

Annapolis, Md.-Asylum.—The Senate has passed a bill appropriating \$75,000 for establishing an insane asylum on the Eastern Shore of Maryland.

Arlington, Md.-Church.—The Methodist congregation will build a stone church to cost \$14,000. George N. Numsen will give information.

Atlanta, Ga.-Hall.—It is reported that a large hall is to be built at Piedmont Park for conventions, etc. Joel Hurt is interested in the project.

Baltimore, Md.-Business Block.—Mrs. George Beck has received permission to erect a five-story brick business block on Frederick street.

Baltimore, Md.-Dwellings.—J. K. Hubbard has obtained permission to erect five two-story dwellings of brick on Barclay street.

Baltimore, Md.-Dwellings.—W. J. Clendenin will erect ten two-story brick dwellings on Hoffman street.

Baltimore, Md.-Hall.—Plans have been prepared by Frank A. Davis for a hall five stories high to be built by the Knights of Pythias at a cost of \$75,000. It is to be constructed of brick and stone.

Baltimore, Md.-School.—The city council has voted to appropriate \$35,000 to build a new school-house.

Baltimore, Md.-School.—The proposed addition to the State Normal School will be three stories high, built of brick and stone, to cost \$40,000. Address F. A. Davis, architect.

Baltimore, Md.-Church.—The congregation of the Holy Rosary will erect a new edifice to seat between 1200 and 1500 people and to cost \$70,000. It will be located on Eastern avenue. Address Rev. Father Barabasz or Geo. W. Weizant.

Baltimore, Md.-Dwellings.—Francis E. Yewell will build twenty-seven three-story dwellings to cost about \$90,000 on Bolton street, in north Baltimore.

Baltimore, Md.-Dwellings.—Geo. B. Spedden has obtained permission to erect thirty three houses on Twenty-second street, in northeast Baltimore; estimated cost \$100,000.

Baltimore, Md.-Warehouse.—The Hannis Distilling Co. has decided to build a three-story warehouse on Russell street, in south Baltimore.

Baltimore, Md.-Rink.—The Arctic Skating Co. will build an artificial ice rink for amusement purposes. The company has \$200,000 capital. Gerard T. Hopkins and Robert C. Davidson are interested.

Charleston, S. C.-Cathedral.—It is stated that about \$10,000 will be expended this year in completing the new cathedral. Address Monsignor Quigley.

Clarksburg, W. Va.-Combination Building.—President T. M. Jackson, of the Traders' National Bank, wishes for plans of a building 75x185½ feet and three stories high to contain banking office on first floor, a theatre and hotel on second floor and hotel apartments on third floor. Theatre is to seat 800 people. Contractors may also address

Mr. Jackson. Plans will be received until April 10th.

Columbia, S. C.-Casino.—A casino building is to be erected to contain a hall room, restaurant and other apartments. J. Q. Marshall will give information.

Covington, Ky.-Temple.—Committees from several Masonic lodges have been appointed to raise funds for building a temple.

Donaldsonville, La.-Depots.—The Texas & Pacific Railway Co., it is stated, will build passenger and freight depots at Donaldsonville. L. S. Thorne at New Orleans may be addressed.

Eustis, Fla.-Church.—Funds are being raised to erect a Disciples church. C. T. Smith may be addressed.

Frederick, Md.-Dwellings.—It is reported that Charles Wertheimer and Westley Baltzell will erect a number of brick dwelling-houses.

Georgetown, Texas-Hotel.—The question of building a new hotel is being discussed.

Greenville, N. C.-Warehouse.—It is stated that a tobacco warehouse is to be built and that plans are being prepared.

Hanover C. H., Va.-Church.—The church to be built will cost about \$2500. It will be 32x50 feet with steeple sixty-eight feet high. B. D. Price, of Philadelphia, is architect.

Houston, Texas-Business Block.—It is reported that James Converse will erect a business block on property he owns to cost \$10,000.

Houston, Texas-Dwelling.—Henry S. Fox has purchased a site for a residence to cost \$20,000.

Huntersville, N. C.-Church.—Rev. W. W. Orr is raising funds to build a brick church.

Jackson, Miss.-College.—Property has been purchased for a female college and \$10,000 is to be expended in improving it. Address Professor Fitzhugh, principal.

Jacksonville, Fla.-Depot.—What is known as the Jacksonville Terminal Co. has been formed to build the union depot, which will include a two-story brick and stone building to contain offices, waiting-rooms, etc., and an iron or steel trainshed of large size. J. R. Parrott may be addressed.

Louisville, Ky.-Business Block.—A. J. Koss will erect a business block four stories high and 32x181 feet to cost \$25,000.

Malden, Mo.-Hall.—A new hall is to be built by the Odd Fellows. Address secretary I. O. O. F. Lodge.

Monroe, La.-Engine-house.—A site has been procured on which to build quarters for a fire engine and ladder truck. Address A. J. Herring, mayor.

Port Lavaca, Texas-School.—A school is to be built near Port Lavaca by Danish people from Minnesota. W. H. Thomas is interested.

Savannah, Ga.-Hall.—The music hall which it is proposed to build will be of wood and iron and will cost \$15,000. It is to seat 2500 people, with room on the stage for 500. Address Messrs. Ludden & Bates.

Statesville, N. C.-Chapel.—Funds are being raised to build a Baptist chapel. Geo. H. Brown may be addressed.

St. Louis, Mo.-Flats.—Plans are being prepared to erect a row of six stores and flats combined to cost \$20,000. Address R. M. Noonan.

St. Louis, Mo.-Dwelling.—Silas B. Jones has purchased a lot on which he proposes to erect a dwelling to cost \$12,000.

St. Louis, Mo.-Hotel.—It is reported that a site has been secured on Olive street for a fire-proof hotel. F. L. Johnson is interested.

St. Louis, Mo.-Hotel.—L. Sambucetti will erect a four-story building for a hotel to cost \$35,000. Address the Ghio-Griffin Real Estate Co.

Towson, Md.-Hall.—The Woman's Christian Temperance Union is considering the idea of erecting a hall. Gerard Bowen is interested.

Valdosta, Ga.-Church.—A site has been purchased for the church to be built to cost \$15,000. Address Rev. B. Anthony.

Washington, D. C.-Dwellings.—George Redway will build three two-story basement residences on 12th street. C. A. Didden is architect.

Waycross, Ga.-School.—The corporation will erect a schoolhouse to cost about \$20,000. Address the mayor.

THE MANUFACTURERS' RECORD is in receipt of an illustrated price-list from the Liggett Spring & Axle Co., of Pittsburg, Pa. This company makes a complete line of springs and axles of all kinds for the vehicle trade, and its claims that its goods are unsurpassed in quality and workmanship are said to be justified by the high reputation it enjoys from the vehicle trade. All its goods are warranted against imperfections. Vehicle-builders not making their own springs and axles should have a copy of the Liggett Company's price-list.

MESSRS. NORTHROP & Co., of Pittsburg, Pa., manufacturers of paneled metal ceilings, are ready as heretofore to fill all orders for their product promptly. The firm has good contracts on hand now and finds that trade is improving.

RAILROAD CONSTRUCTION.

Railroads.

Alexandria, La.—Chief Engineer Sylvester, of the St. Louis, Avoyelles & Southwestern road, states that it is to run from Bunkie, on the Texas & Pacific road, northeasterly to the Red river. The route, which is thirty miles long, has been surveyed. A branch may be built to Simsport (see Machinery Wanted).

Baltimore, Md.—John F. Waggaman, of Washington, and A. J. Robinson, of Baltimore, are interested in a scheme to build an electric line from the northeastern suburbs of Baltimore through Baltimore county to Loreley. The company is to have \$300,000 capital.

Baltimore, Md.—It is stated that several Northern capitalists are interested in completing the Washington & Point Lookout road, of which twelve miles are built to Shepherd, D. C. The projected route is eighty miles in all. John P. Poe, of Baltimore, is interested.

Birmingham, Ala.—It is stated that the East Tennessee, Virginia & Georgia intends building a road from Blocton, Ala., by way of Tuscaloosa, to Columbus, Miss. The extension is 130 miles long. D. W. Lum, at Knoxville, Tenn., is chief engineer.

Bristol, Tenn.—The courts have allowed \$35,500 in receivers' certificates to be issued to repair the Bristol & Elizabethton road and to build depots at Bristol and Elizabethton. Address J. H. Caldwell, secretary, at Bristol.

Centre, Texas.—E. S. Hicks offers to furnish rails and rolling stock for a line to Teneha, on the Houston & Texas Central, if the ties are furnished and grading is completed by citizens of Centre. The line would be eleven miles long. Address U. C. Watlington.

Centerville, Md.—Preliminary surveys are being made for the proposed electric line from Chestertown to Queenstown. Wilmer Emery, of Centerville, is one of the company.

Corning, Ark.—Surveys are being made for the proposed North Arkansas Railroad, of which Franklin Duff, of St. Louis, is president, and H. M. Hill, secretary. The road is projected from a point on the Iron Mountain Railway to the Current river, sixteen miles distant.

Dallas, Texas.—It is stated that Henry W. Scott, of St. Louis, who purchased the property of the West Dallas Railway Co. and Dallas & Fort Worth Rapid Transit Co., is one of a syndicate which will complete these lines at once for use of electric motors.

Gainesville, Fla.—James M. Graham, vice-president of the Gainesville, Rocky Point & Micanopy road, states that it will be built first to Micanopy, twelve miles distant, and will cost \$8000 per mile. Six miles have been graded, and tracklaying has begun on that section. Two miles of trestle work will be needed. It will connect with the Florida Southern, Florida Central & Peninsular and Savannah, Florida & Western.

Hancock, Md.—It is announced that contracts for building the Baltimore & Cumberland branch of the West Virginia Central road will be received by Chief Engineer Ives until April 2 at Hancock.

Harper's Ferry, W. Va.—The bridge and tunnel for shortening the line of the Baltimore & Ohio have been completed and are now being used by trains.

Harriman, Tenn.—It is stated that J. H. Connor & Co. have the contract for building the Tennessee Central road projected by Jere Baxter, of Nashville. Surveys have been completed to near Rockwood, on the Cincinnati Southern. The work will include a 16,000-foot tunnel and several bridges.

Henrietta, Texas.—It is stated that bonds are about to be sold for building thirty miles of the Red River & Southwestern road. W. A. Squires will inform.

Houston, Texas.—President R. H. Harrison, of the Houston Belt line, states that arrangements are being made to complete the road, which is to be twenty-one miles long, including sidings. President Harrison's address is Columbus, Texas.

Kansas City, Mo.—Charles R. Adams, of the Westport & Waldo Electric Railway, states that surveys have been completed, but no contracts let as yet for construction. The road is to be about eight miles long. Address W. E. Winner, 415 American Bank Building, Kansas City.

Kansas City, Mo.—It is reported that the Kansas City, Osceola & Southern is to be extended from Osceola, Mo., its present terminus, to Greenfield. The projected terminus of the road is the Gulf of Mexico via Little Rock. D. C. Blair, of Blairstown, N. J., is president.

Kenova, W. Va.—Superintendent L. T. Peck, of the Kenova Railway Co., states that work of constructing the road will probably not begin until fall.

Leesburg, Va.—The Loudoun National Brick & Paint Manufacturing Co. has decided to build a branch road from the Richmond & Danville line to its works.

Macon, Ga.—Chief Engineer Dunn, of the Macon, Dublin & Savannah, states that the surveyed

extension of the line to Savannah is 113 miles, and that the prospects for its construction this year are promising.

Mobile, Ala.—It is reported that D. McLaren is interested in a movement to build the Mobile, Jackson & Kansas City road projected to Hattiesburg and Jackson, Miss.

Natchez, Miss.—It is reported on good authority that attorneys of the Illinois Central are procuring right of way preparatory to widening the gage of what is termed the "Little J." road and making it a branch of the Central. J. G. Mann, at New Orleans, may be addressed.

New Orleans, La.—The Louisville & Nashville, it is stated, will make extensive additions to its freight yards in New Orleans. C. Marshall is superintendent.

Paducah, Ky.—Surveys are being made between Paducah and Altamont, Ill., for the Chicago, Paducah & Memphis, which is reported to be a proposed extension of the Wabash system into Memphis. It is to be about 100 miles long. R. P. Johnson is president.

Pikeville, Ky.—It is reported that Wolf & King, of Duluth, Minn., who have the contract to build a line from Pikeville to the Big Sandy river, are sub-letting contracts.

Portsmouth, Va.—A bill is pending in the legislature to incorporate the Portsmouth & Western Branch Railroad Co., which, it is understood, intends to build a road from Portsmouth across the Western Branch to the Norfolk & Southern terminus in West Norfolk. Messrs. Goodrich & Hatton, at Portsmouth, are interested.

Stuttgart, Ark.—It is reported that 60 pound steel rails have been purchased for completing the Kansas City, Arkansas & New Orleans road from Stuttgart to Bruner, Ark. The road is graded for forty-seven miles south of Hazen, Ark., and is projected from the Missouri to the Arkansas State line. George D. Foster, at Stuttgart, is general manager.

Van Horne, Texas.—The San Carlos Coal Co., which is to build the road from Chispa to Van Horne, has its main office at 116 Fourth avenue, Pittsburgh, Pa. The company is about to issue \$360,000 in bonds to construct the Chispa-Van Horne branch, twenty-six miles long, and is negotiating with contractors.

Street Railways.

Charlottesville, Va.—The Piedmont Construction Co. will build the projected electric road. It is stated that it will be completed in June. T. O. Troy is president.

Henderson, Ky.—The Henderson Street Railway Co. has decided to build three and a-half miles of its line for use of electric motors. Contractors and others may address E. G. Sebree, Jr.

Norfolk, Va.—The city council has granted the Norfolk City Railway Co. the right to extend its tracks to the city limits, to Colley avenue and along several other streets. The present lines are now being rebuilt for use by electric motors.

Orlando, Fla.—The Orlando Street Railway Co. has ordered ties and other materials for extensions it intends making. N. L. Mills is president.

Sherman, Texas.—The College Hills & Park Electric Railway Co. has been incorporated with \$100,000 capital by J. P. Harrison and others.

Washington, D. C.—It is stated that the Washington & Great Falls Railway Co. is ready to build its proposed electric line as soon as the authorities allow it an extension of time in which to complete the work. Stillson Hutchins is interested.

CANAL.

Leesburg, Fla.—A company is being formed to cut a canal about three quarters of a mile long between Lakes Harris and Griffin to shorten the distance by water between Leesburg and the St. John's river.

THE Bass Foundry and Machine Works, of Fort Wayne, Ind., has issued an enlarged edition of its catalogue for 1894. This book is handsomely illustrated, printed on fine paper and presents a full line of such machinery and appliances as are being employed in the most improved and economical steam plants of the present day. Descriptions are made as brief and comprehensible as possible, and a collection of valuable rules and tables as references for steam users are embodied in the catalogue. The Bass plant covers twenty acres, and in addition to machine and boiler shops, the company operates a large steam forge and foundries, manufacturing Bass Corliss engines, boilers and all kinds of appliances for steam plants, which it is prepared to furnish at all times. From the raw material to the finished product the company makes its own machinery.

We have received from the Western office of the Repauno Chemical Co., 1321 Monadnock Building, Chicago, Ill., a copy of that most useful pocket book, "Useful Information for Practical Men," which was compiled for the company by Engineer Wm. G. Ramsay. A writing tablet is attached to the book in a novel way, and new ones can be obtained and attached easily. The Repauno Chemical Co. has general offices at Wilmington, Del., and manufactures Atlas powder, Judson powder and special fumeless gelatine powders for tunnel work.

MACHINERY WANTED

If you desire to purchase machinery of any kind consult our advertising columns, and if you cannot find just what you wish, send us particulars as to the kind of machinery needed. We will make your wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. You will thus get all information desired as to prices, etc.

Barrel Machinery.—J. C. C. Galbreath, Goodlettsville, Tenn., wants equipment of machinery for manufacturing 1500 to 2500 flour barrels daily.

Belting.—Lacroix & McCuire, Lincecum, La., want belting.

Boilers.—A. K. Robins & Co., 724 East Pratt street, Baltimore, Md., are in the market for new and second hand vertical and horizontal steam boilers.

Boilers.—The Western Coal & Mining Co., Jenny Lind, Ark., will need boilers.

Boiler and Engine.—The Severn Brick Co., Box 216, Annapolis, Md., is in the market for a 125 horse power tubular horizontal boiler and a 12x18 plain slide-valve engine (second-hand).

Boiler and Engine.—J. E. Wood, Sr., Franklinton, La., wants boiler and engine with fixtures.

Boiler and Engine.—M. J. Jordan, Gulf, N. C., will probably want a fifty horse-power boiler and a 66-inch driving-wheel for engine.

Boiler and Engine.—The Gastonia Coffin Co., Gastonia, N. C., will want boiler and engine.

Boiler and Engine, etc.—See "electric-light plant."

Broom Machinery.—Jno. C. Warlick, Lincolnton, N. C., wants machine for sewing brooms.

Butter Machine.—B. J. Fisher, Asheboro, N. C., wants a butter machine.

Canning Factory.—Outfit for canning factory is wanted at Banks, Ala. Address J. K. Harris.

Canning Machinery.—Outfit of machinery for canning will probably be wanted by the L. R. Benjamin Investment Co., Jacksonville, Fla.

Clay-crusher.—Charles Meyers, Richmond, Ind., wants a second-hand clay-crusher for tile-making.

Corn Mill.—Lee C. Vaughn, Ashville, Ala., wants a corn mill.

Cotton Gin, etc.—J. E. Wood, Sr., Franklinton, La., wants cotton gin, press, etc.

Cotton Gins.—The National Manufacturing & Supply Co., Port Royal, S. C., wants cotton gins and presses.

Cotton-gin Machinery.—W. A. McCrea, Box 362, Memphis, Tenn., wants condenser and feeder for gin.

Cotton Mill.—Estimates wanted on cotton mill at Carrollton, Ga. Address J. P. Moore.

Cotton-mill Machinery.—W. A. McCrea, Box 362, Marietta, Ga., wants one lapper with evener, one ring spinning frame, one speeder, one upright spooler 100 spindles, eight line machines, two double-formers, two cotton cards, three line-winders, one ring twister and one power press.

Dynamo, etc.—R. L. Fox, manager, Edgefield, S. C., is in the market for a 300 to 500-light dynamo, wire and fixtures, complete, without power; second-hand machine will do if in good condition. Quote price f. o. b. Edgefield.

Edger.—Lacroix & McCuire, Lincecum, La., want an edger.

Electric-light Plant.—B. J. Fisher, Asheboro, N. C., wants an electric-light plant complete, with power plant and extra steam-power.

Engine.—The Beaumont Ice, Light & Refrigerating Co., Beaumont, Texas, is figuring on a new 250 horse-power electric-light engine (slow speed).

Engine.—The Gulf Red Cedar Co., Greenville, Ala., is in the market for a twenty horse-power slide-valve engine (second-hand will do).

Engine.—Crook, Horner & Co., 301 North Howard street, Baltimore, Md., want to buy a second-hand vertical steam engine of fifteen horse-power.

Fertilizer Machinery.—T. C. Thompson, Thomaston, Ga., wants to correspond with manufacturers of fertilizer machinery.

Fertilizer Machinery.—The National Manufacturing & Supply Co., Port Royal, S. C., wants fertilizer machinery.

Fibre Machinery.—U. T. Hunter, Belize, British Honduras, Central America, wants to correspond with manufacturers who make, or can make, machinery used for making cocoon husk into fibre for brush-making or mattress-stuffing.

Flour Mill.—S. W. Holman & Co., Durham, N. C., want estimates on a 25-barrel roller flour mill.

Flue Expander, etc.—J. R. Couch, Abbott, Texas, wants a flue expander for three-inch flue and a Hancock injector.

Forge.—John Dransfield, Centennial, W. Va., wants to buy a farm blacksmith forge.

Furnace Doors.—J. R. Hanby & Co., 615 Nutt street, Wilmington, N. C., manufacturers of lamplblack, want six furnace doors 12x15 inches.

Gasoline Engine.—Durham & Co., Camilla, Ga., will want a gasoline engine.

Grinding Machinery.—The Cincinnati Foundry Supply Co., Cincinnati, Ohio, is in the market for latest improved grinding machinery.

Grist Mill.—J. E. Wood, Sr., Franklinton, La., wants outfit for grist mill.

Hoop Machinery.—C. L. O'Neal, Calera, Ala., wants to correspond with manufacturers of hoop machinery.

Ice Machine.—Campbell & Howe, Atlanta, Tex., want to buy a second-hand 25-ton ice machine (Hercules or De La Vergne pattern preferred). In case a satisfactory machine cannot be secured at second-hand, will buy new one.

Ice Machinery, etc.—The Cincinnati Ice Consumers Co., of Cincinnati, Ohio, Jno. P. Martin, consulting engineer, is about to close contract for one 40, one 30 and one 15-ton ice-making and refrigerating machine complete, with steam plant, etc.

Ice Plant.—I. V. Duke, Cuthbert, Ga., wants estimates on 10, 12 and 15-ton ice plant complete.

Implements.—The National Manufacturing & Supply Co., Port Royal, S. C., wants all kinds of agricultural implements.

Kettles, etc.—A. K. Robins & Co., 724 East Pratt street, Baltimore, Md., want second-hand closed and open-top process kettles and cages.

Lathe.—The Shreveport Manufacturing Co., Shreveport, La., wants a shaper lathe.

Lumber-plant Machinery.—The Cumberland Railway, Coal & Lumber Co., Greenwood, Ky., is ready to correspond with manufacturers of appliances for handling timber economically.

Mining Machinery.—J. P. Moore, Carrollton, Ga., is ready to receive estimates on a plant for treating refractory gold ore.

Mining Machinery.—The Southwestern Coal Co., Kansas City, Mo., will want complete equipment for new mine shaft. Address in care of M. W. Serat.

Mining Machinery.—I. V. Duke, Cuthbert, Ga., wants machinery for mining pebble phosphate.

Oil-mill Machinery.—T. C. Thompson, Thomaston, Ga., wants to correspond with manufacturers of oil-mill machinery.

Pipe, etc.—P. C. Buer, Union Depot Hotel, Dallas, Texas, will want about three miles of three-inch pipe and probably ten to twenty-five hydrants.

Pipe-threading Machine.—The Wiggins-French Engineering Co., Little Rock, Ark., is in the market for a pipe-threading machine.

Pipe-cutting Machinery, etc.—The Texas Manufacturing Co., Fort Worth, Texas, wants pipe-cutting and threading machinery.

Printing Press.—A. S. Dardin, Hampton, Va., wants to buy a job press, not less than 9x13 (second-hand).

Pulleys, etc.—The Gastonia Coffin Co., Gastonia, N. C., will want pulleys and shafting.

Pulleys, etc.—Lacroix & McCuire, Lincecum, La., want pulleys and shafting.

Pump.—P. C. Buer, Union Depot Hotel, Dallas, Texas, will probably want a steam pump for water works.

Pumps.—The Severn Brick Co., Box 216, Annapolis, Md., is in the market for a 6x4x6 Worthington or Dean duplex pump and a No. 3 Woodward engine pump (second-hand).

Pump Cans.—Lee Bros., 294 Front street, Memphis, Tenn., wish to purchase a large lot of five-gallon patent pump cans.

Railroad Equipment.—A new company will be in the market for railroad material about April 15. Address Ira W. Sylvester, C. E., Alexandria, La.

Rails.—The Arkansas Electric Supply Co., Little Rock, Ark., will be in the market for eight 36-pound steel rails, thirty feet long.

Rails.—The Severn Brick Co., Box 216, Annapolis, Md., is in the market for three to five tons of 12 pound T rails (second-hand).

Roofing.—The Western Coal & Mining Co., Jenny Lind, Ark., will need roofing.

Roofing.—The Gastonia Coffin Co., Gastonia, N. C., will want corrugated iron or steel roofing.

Roofing.—J. R. Hanby & Co., 615 Nutt street, Wilmington, N. C., want 300 squares of roofing felt with nails.

Roofing.—The Fairmont Machine Works, Fairmont, W. Va., will soon want roofing.

Roofing, etc.—The Gastonia Coffin Co., Gastonia, N. C., wants estimates on iron and steel roofing and siding. Address B. V. Brumfield, secretary.

Roofing, etc.—Jno. W. Scott, Sr., Sanford, N. C., wants prices on iron or steel roofing and siding.

Routing Bit.—The Shreveport Manufacturing Co., Shreveport, La., wants a routing bit or machine for routing out irregular shapes.

Saw.—Lacroix & McCuire, Lincecum, La., want a cut-off saw.

Saw Mill.—J. E. Wood, Sr., Franklinton, La., wants equipment for saw mill.

Saw Mill.—C. M. Moore, Dahlonga, Ga., will probably want a saw mill.

Scales.—The Western Coal & Mining Co., Jenny Lind, Ark., will need scales for coal mine.

Snuff Machinery.—H. Bond, Chattanooga, Tenn., wants to correspond with manufacturers of machinery for snuff-making.

Standpipe.—The city of Newnan, Ga., will receive sealed proposals until March 27 for erecting a standpipe 20x120 feet. Bids asked on both iron and steel. I. N. Orr, mayor.

Standpipe.—P. C. Buer, Union Depot Hotel, Dallas, Texas, may need a standpipe.

Stave Machinery.—The Corbett Mill & Machine Co., Washington, D. C., wants barrel-stave machinery (jobbers' prices).

Tanks.—T, 824 Sun Office, Baltimore, Md., wants fifteen to twenty galvanized tanks; capacity about 300 gallons.

Telephones, etc.—E. L. Bacon and J. T. Keith, Beaumont, Texas, want telephones and switchboard.

Variety Works.—Durham & Co., Camilla, Ga., want machinery for variety works.

Wagon-works Machinery.—Thomas Jobson, Macon, Mo., wants all kinds of machinery for small wagon works.

Weaving Machinery.—John C. Warlick, Lincoln, N. C., wants information concerning the manufacture of seamless sacks, cost of machinery, etc.

Woodworking Machinery.—W. H. Carlisle, Greenville, S. C., wants information concerning the manufacture of bobbins and spindles, and cost of machinery for manufacturing same. Also information on coo-perage and estimates on cost of machinery.

Woodworking Machinery.—The Gastonia Coffin Co., Gastonia, N. C., will want machinery for manufacturing coffins.

Woodworking Machinery.—J. S. Barton, Centre Point, Ark., wants a good second-hand spoke and handle lathe.

Woodworking Machinery.—The Sanford Sash & Blind Co., Sanford, N. C., wants to purchase a machine for making blind slats (second-hand).

Woodworking Machinery.—The Gastonia Coffin Co., Gastonia, N. C., wants machinery used in manufacturing coffins. Address B. V. Brumfield, secretary.

Woodworking Machinery.—The Texas Manufacturing Co., Fort Worth, Texas, wants woodworking machinery.

Wool Carder.—C. M. Moore, Dahlonga, Ga., will probably want a wool carder.

Zinc Smelter.—It is stated that the Blue Springs Mining Co., Blue Springs, Tenn., wants bids on a 10-ton zinc smelter.

The Shreveport Manufacturing Co., of Shreveport, La., wants brass tubing and thumb screws.

G. D. Mims, Edgefield, S. C., is in the market for furniture, fillers, polish, varnish, furniture hardware, etc.; would also be pleased to receive journals devoted to cabinet-makers.

J. R. Hanby & Co., 615 Nutt street, Wilmington, N. C., want 3000 yards of light-weight burlap bagging.

Noel Bros., Roxboro, N. C., want estimates on glass front for printing office building.

The Standard Truck Barrel Co., of West Norfolk, Va., wants to correspond with West Virginia and Tennessee dealers in hardwoods.

I. V. Duke, Cuthbert, Ga., wants a lot of second-hand breech-loading shot-guns.

J. A. Cooper, of Nashville, Tenn., wants to correspond with purchasers of phosphate rock in bulk, crushed to proper size for shipment.

TRADE NOTES.

THE attention of woodworkers is called to Messrs. Elliot & Stutzman's advertisement in this issue. This firm deals in woodworking machinery generally, and manufactures a new patent power-feed panel-raising machine for which many superior points of excellence are claimed. Write for full particulars.

MESSRS. WARREN WEBSTER & CO., of Camden, N. J., Chicago office at No. 2 Canal street, have received an order from the Pullman (Ill.) Palace Car Co. for three Webster vacuum feed-water heaters and purifiers, aggregating over 5000 horse-power, to equip the latter concern's entire works; also an order for the Williams vacuum system of steam heating, so as to utilize waste steam without back pressure on engines for heating purposes. Orders to Webster & Co. from the Pullman Company aggregated 2700 horse-power during the past four years.

AMONG the many buildings lately equipped with the "swinging hose rack" by J. C. N. Guibert, patentee and manufacturer, No. 115 Broadway, New York, have been: The Cosmopolitan Hotel, New Orleans, La.; Bijou Theatre, Boston, Mass.; Babcock & Wilcox Co.'s building, New York; Clin-

ton Wire Cloth Co.'s building, Clinton, Mass.; Lamson Bros.' building, Toledo, Ohio; Harrington & Richardson Arms Co., Worcester, Mass.; Sargent & Co.'s building, New Haven, Conn.; Second National Bank building, Pittsburgh, Pa.; H. R. Porter & Co.'s building, Pittsburgh, Pa.; Baltimore Terminal Warehouse, Baltimore, Md.; and the Lynn Gas & Electric Co.'s plant, Lynn, Mass.

JAMES STEWART & CO., contractors and builders, of St. Louis, have secured a contract to construct a \$1,500,000 drawbridge and belt railway at St. Paul. The bridge will be at South St. Paul, six miles from the city. The charter has been obtained and a bill passed through Congress permitting the work. Frank P. Blair and M. D. Miller own the franchise. The bridge will be operated by the Burlington, the Milwaukee & St. Paul and the Chicago & Kansas City. It will afford a direct entrance to the packing districts of South St. Paul. Messrs. Stewart & Co. are the contractors who secured the great New Orleans and Buffalo elevator enterprises recently. They have acquired a high reputation for work of this class.

IN the growth of the aesthetic element in architectural woodwork, interior finish, furniture construction, carriage and buggy work, etc., there is a strong recognition that superior surfaces are required. The final coating of oil, varnish or paint must rest upon an absolutely smooth foundation, so that the effect is harmonious, perfect and lasting. The sandpapering machine has become the essential one in producing absolutely smooth outside to woodwork, and is a feature in woodwork construction—one that is necessary and valuable. The success of the famous "Conqueror" in the past year has resulted in the bringing forward of a newer and far more advanced machine in convenience, advantage and economy, and in the "New Conqueror" made by J. A. Fay & Co., of Cincinnati, Ohio, there is a mechanism claimed to be "complete in every requirement and the embodiment of the best skill and ingenuity. It is the finality of years of experience and a marvel in construction and a miracle in its products."

THE Mather Electric Co., of Manchester, Conn., has reorganized with Maro S. Chapman, of Hartford, as president; Thomas C. Perkins, recently of Chicago, vice president, and John L. Bunce, of Hartford, secretary and treasurer. The board of directors consists of such well-known parties as the above and Charles E. Perkins, of Hartford; Charles M. Jarvis, of East Berlin; Henry A. Redfield, of Hartford, and Norman McD. Crawford, of Hartford. The company has secured for its works Mr. Theo. Gonet, who leaves the position of general superintendent of the Westinghouse Electric Manufacturing Co.'s Newark factories. The Mather Electric Co. is now on a solid basis, and proposes to push the sale of its well-known dynamos and generators throughout the country in both the electric-lighting and street-railway fields. Its future plans can best be stated in the following reproduction of a portion of its announcement: "We believe that there is room in this country for an independent company manufacturing and selling its apparatus on the basis of merit and expecting a reasonable profit on capital actually invested; to that class of customers who appreciate independence and the advantages of fair competition we especially address this statement, assuring them that this company always has been in control of its own business, is now in control and proposes to remain so in the future. The Mather Electric Co. is not for sale now nor in the future. All statements to the contrary from whatever source are false."

THE Commercial and Industrial Association at Montgomery, Ala., has decided to make the advantages of that city and county known by an advertising pamphlet containing information for the benefit of strangers and investors. It will be sent not only through Alabama and adjoining States, but throughout the North and West, and a liberal supply sent to England. The work has been in preparation for some time, but its publication was postponed in order that the many new members being added to the association might be represented.

THE Bristol (Tenn.) Courier reports that the Embreeville mines have recently made a contract to supply a considerable quantity of iron ore to Roanoke, and that about forty carloads of ore per week are now being handled for that purpose.

A DISPATCH from Roanoke, Va., states that it is proposed to hold an industrial exposition in that city in the fall to include all the southwest Virginia counties. Business men are heartily in favor of the scheme.

A Site for Atlanta's Exposition.

Mayor Goodwin and Hon. W. A. Hemphill, the committee appointed to select a site for the Cotton States and International Exposition at Atlanta, have decided that Piedmont Park is the best locality, and the company has made an agreement to that effect. Under the terms of the agreement the city appropriates \$75,000 outright to the exposition to be located on the Piedmont grounds, and in addition to this it appropriates \$40,000 for improvements of the old water-works grounds for use as an additional city park. The directors have undertaken the work of further organization with renewed enthusiasm. In addition to the city's subscription of \$75,000, \$65,000 of voluntary individual subscriptions have already been made, and \$100,000 more is expected to be raised at once as a preliminary fund for the exposition.

MR. K. B. HARVEY, president of the Board of Trade of Punta Gorda, Fla., has been requested by the Lloyds, of London, England, to prepare a statement showing the depth of water in the harbor at that port, facilities for handling vessels, tonnage of past years, average increase, cost of pilotage, location of lights and other information of interest to ship-owners and marine underwriters.

THE stockholders of the Little Rock (Ark.) Exposition Co. have elected the following-named officers: J. H. McCarthy, president; W. T. Wilson, first vice-president; J. A. Fones, second vice-president; G. W. Clark, secretary; Oscar Davis, treasurer.

THE Greensboro (N. C.) Tobacco Association was incorporated last month by D. A. Apple, W. E. Bevil, J. M. Walker and others. Its purpose is to build up and extend the tobacco trade of Greensboro and vicinity.

A DISPATCH from Tampa, Fla., states arrangements are being made to put on a line of steamships between that city and Jamaica to run in connection with the Plant Railway system.

SELDEN R. WILLIAMS, of Nashville, Tenn., has bought the Fort Worth Gazette, and will take charge of the paper.

A Winter Vacation in Florida.

On February 27 and March 13 and 27 the Pennsylvania Railroad Co. will run personally conducted tours to Florida. The special trains in charge of experienced tourist agent and chaperon will leave New York 9.30, Trenton 11.08 A. M., Philadelphia 12.10, Wilmington 12.50 and Baltimore 2.36 P. M. These trains will be composed of the finest Pullman sleeping and dining cars, fitted with modern appointments and conveniences of the most sumptuous type. Fifty dollars from New York, \$18.00 from Philadelphia and Baltimore, and proportionally low from other points on the system will cover all expenses while on the special trains—transportation, Pullman accommodations and meals, with the exception of the last tour, the ticket for which covers Pullman facilities southbound only, the limit, however, being May 31, thus allowing a much longer visit. A stay of two weeks in the glorious health-inspiring peninsula may be enjoyed on the first three, and that time may well be spent in following out the numberless side trips available from Jacksonville. These tours are especially apropos during the penitential season now upon us, and a vacation in this beautiful State should prove of great benefit to those more or less fatigued from the pleasures of the social life and excitement of the winter.

READ HOUSE, Chattanooga, Tenn., is one of the most favorably-known hotels in the South; attested by its register record; second to none in the number of names enrolled therein daily. Its situation immediately in front of the union depot, and at the same time in the centre of the business portion of the city, makes it at all times the commandant of the patronage of the tourist as well as commercial man, who have made it headquarters in Chattanooga for years. We bespeak for the Read continued popularity.

TABLE OF CONTENTS.

EDITORIAL:	Page.
An Exposition for Baltimore.....	95
Western Trade Through Southern Ports.....	95
Thoughtless Press Dispatches.....	95
Coal Production in the South.....	95
Commerce of Gulf Cities.....	96
A Good Example.....	96
Paying Fares Into Texas.....	96
The Week in the South.....	96
Business Conditions South.....	96
The Nicaragua Canal.....	97
Coal Production in 1893.....	98
Baltimore's Machine Shops.....	98
New Light on the Coal Question.....	99
New Financial Institutions.....	100
New Bond and Stock Issues.....	100
Interest and Dividends.....	100
Failures and Suspensions.....	100
Financial Notes.....	100
Two Significant "Straws" as to Texas.....	100
RAILROAD NEWS:	
Wabash Reaching Southward.....	101
The Marietta & North Georgia Railroad.....	101
To be Built at Once.....	101
To Extend to Savannah.....	101
The Cut in Rates.....	101
A Belt Line Around the South.....	101
Short Line for Hauling Coal.....	101
American Coal for Mexico.....	101
The New Orleans Bridge.....	101
Southern Railroad Notes.....	101
A Big Southern Contract.....	101
A Great Vineyard.....	101
TEXTILES:	
About Building Co operative Cotton Mills.....	102
Cotton Movement.....	102
Notes.....	102
Looking Over Texas.....	103
A Proposed Railroad Town.....	103
COTTONSEED OIL:	
Cotton Oil as It Is Crushed.....	103
The Markets for Cottonseed Products.....	103
MECHANICAL:	
A Trimming Press for Drop Forgings (Illus.).....	104
A Boring and Drilling Machine (Illus.).....	104
Metal Ceilings and Walls (Illus.).....	104
PHOSPHATES:	
Phosphate Markets.....	105
Phosphate and Fertilizer Notes.....	105
Business All the Way Through.....	105
LUMBER:	
Wants to Establish a Woodworking Factory South.....	105
Southern Lumber Notes.....	105
Lumber Market Reviews:	
Baltimore.....	105
Norfolk.....	106
Charleston.....	106
Savannah.....	106
Pensacola.....	106
Mobile.....	106
Beaumont.....	106
'Southern States'.....	106
Iron Markets.....	106
CONSTRUCTION DEPARTMENT:	
New Enterprises.....	107
Building Notes.....	108
Railroad Construction.....	109
Machinery Wanted.....	109
Trade Notes.....	110
A Site for Atlanta's Exposition.....	110

Washington and Return via Pennsylvania Railroad, Saturday, March 17.

Excursion tickets \$1.25 for the round trip, valid on all regular trains in either direction, and for return passage following Monday, inclusive, thus affording a three-day visit at the capital of the nation. †

Southern Facts Free.

All about the South. Complete description of the soils, climate, products, cheap homes and everything you want to know about the South. Beautifully illustrated. Issued monthly and sent free to all applicants by E. E. Posey, general passenger agent Mobile & Ohio Railroad, Mobile, Ala.

Saturday, March 17, via Pennsylvania Railroad, Reduced Rates to Washington and Return.

\$1.25 for the round trip. Excursion tickets at the extremely low rate above stated, limited for return passage for three days from date of issue, and will be good going or returning on any regular train. †